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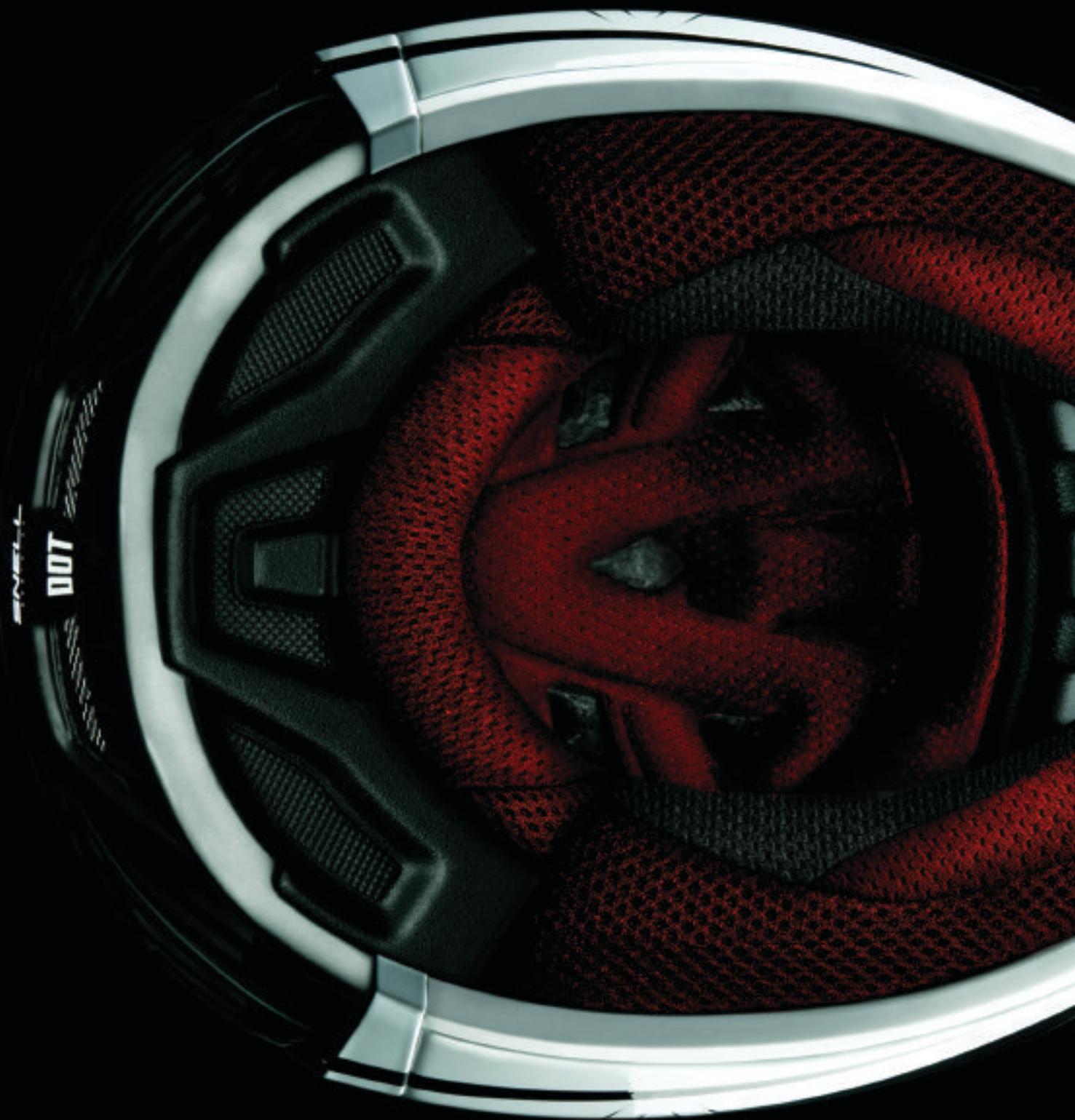
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COVER: The MXGPs hit Europe and Cairoli hits top gear as he chases down the 2012 MX1 title © Ray Archer

CONTENTS: It's been a while since this old dude's been in DBR – the GOAT lands in the UK... © Ray Archer



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NEWSHUND!

A DEADLY DOSE OF DIRT BIKING NEWS FROM THE DESK OF THE DAWGINATOR

Just when you thought we were in for another summer of dominance from Officer James Stewart in the AMA Nationals the factory Suzuki star goes and bins it hurting his wrist. Kind of hinting that he was distracted by a photographer who crossed the track about 100 metres ahead of him OJ misses the rest of the action at Thunder Valley, scores a first moto fifth at Mount Morris and then calls it quits. He's not returned to action just yet...

Of course one man's loss can be another man's gain and the man who's picking up the trophies and big bonus cheques in Bubba's absence is Red Bull KTM's Ryan Dungey. Unbeaten since Stewart's slip up the former champ looks set to pick up the Austrian marque's first major Stateside title later this summer.

Not so sorted is the outcome of the 250 class that sees four riders still in with a shot of taking the title. Former Rage cover star Blake Baggett leads the way with KTM's Ken Roczen and the Geico Honda boys – Eli Tomac and Justin Barcia – all right there in the hunt for championship gold too.

Picking up some promotion Down Under is current British MX1 champ Brad Anderson who stars in a Honda TV advert that's currently being aired nationally in Australia. The Carlton Dry Honda star who's currently running third in the Monster Energy MX Nationals is pumped to be a part of the advertising campaign. "It's really special to be part of Honda's new television commercial," reckons Ando in a team press release. "To get recognition like this is incredibly humbling and something that I haven't experienced racing anywhere else in the world." Evidently as well as picking up more recognition during his trip to Australia Brad's vocabulary has improved somewhat as well...

Evergreen Kiwi Josh Coppins took full advantage of a break in the Aussie series to come and race in the UK for a wee while. After a half decent showing at the Milton Park Maxxis, Lizard had an unsatisfactory ride in the first moto at FatCat's Red Bull Pro National

the following week and failed to show second time out. It was still bloody nice to see him though!

Apparently tempers have been flaring at the GPs in recent weeks – I say apparently even though I know full well they have – with a Herlings/Monster Energy Yamaha three way starting to boil up in France and then spilling over one week later in Agueda. As well as Tonus, Pocock and Herlings getting into it innocent bystander Hugo Basaula was involved n'all when his camper door got ripped off in the fracas. Boys will be boys!

Rui Goncalves got a little excited at his home grand prix too and tried to start something with Cumbrian bug crusher Jamie Law. A few shoves turned into nothing more than a slap on the wrists from the FIM and a lot of apologies from Rui and the Honda World Motocross Team. "I don't know what all the fuss was about," reckons Jamie after things had blown over. "I've pushed bigger blokes than him out of the way to get into a fight!"

Suzuki released details of their 2013 RM-Zs just moments before this bad boy was due at the printers so we got on the blower and yelled that immortal line – "stop the press!" That's actually a big fat lie and I actually opted for a "hi, it's Sutty from DBR – is it too late to make an important change to page 14 please?" Our buddies at PCP felt it was kinda important we share the news and kindly took a tea break while we slipped something fresh in.

One thing I'm not feeling about the new RM-Zs is the colour scheme. A mix of black, yellow and white plastics and a red-topped seat reminds me of one of those old bangers you see on every motorway journey. You know what I mean, one of those vehicles that says Datsun Cherry on the wing and Nissan Sunny on the boot with every single panel dinged to buggery and sprayed a different colour.

New plastics should sort the aesthetic problems out and aside from that small issue of taste it actually seems that the new Suzukis should be right in the mix. The RM-Z250 has been a solid performer for a



Bubba was looking good and now he's just looking at our Bradders...

few years now and a lighter piston, all-new gearbox and Showa SFF forks will keep it up to speed in the ultra-competitive MX2 class.

Similarly the 450 gets both engine and chassis modifications that should see it become a firm favourite with national and clubman racers. The switch to yellow machinery has certainly done James Stewart and Martin Barr's careers no harm in the pro ranks and it'll be interesting to see what our head MX tester Ed Bradley makes of 'em when he's back to full strength following his KX-F test get off!

Unusually inclement weather for this time of year has played havoc with race meetings up and down the country with plenty of cancellations forced due to wet conditions. Lack of entries seems to be a problem too and surprisingly even the Rhayader club's normally over-subscribed Wednesday night series fell foul to a lack of 'em. If you are desperate to get out and race midweek there's one more chance to do so up at Bassenthwaite in Cumbria on July 11. Call dazzling Darren Hudson for more details on 07774 894534.

>>

COMMENT

or a man who claimed to "hate protracted goodbyes" Lawless didn't half take an age to f*ck off. The time he took between announcing he was leaving and actually vacating the building certainly was Shakespearean in its drawn-out death. Anyway, long live the King.

Without question this month's issue of DBR is an exciting one. My first at the helm doesn't do justice to the efforts of Sutty and Marge – the main men in the DBR office. Without question this is their mag and Sutty, who basically snatched the reins off me in the first week while I fumbled with the controls, is the one really in charge of the issue you're holding. Honestly, it was like my mum used to take important things off me when I was a kid, "Give me that and stop messing about with it!"

So while I get my head around the seismic shift of moving north (and continue the serious fumigation process of Lawless' desk) I hope you'll notice a few tweaks to the mag we've already put in place. Rather than go all out with a re-design we've taken a stealth approach and basically begun a process of tidying things up, a touch house-keeping if you like to mould a magazine which we think looks better, reads better and is more varied in content.

All the good stuff remains of course which means there's still the same heady mix of National and International action from the worlds of MX, Enduro and Trials and you can always rely on us bringing you a dose of history – because at DBR we have history. We've also opened the doors a bit to show that yes, shockingly, we do ride bikes as well as bring you a great mag devoted to them.

In this issue then you'll find the inspiring tale of double world champion Steve Ramon, the two halves to the Portugal 'incident' between Jamie Law and Rui Goncalves and the craziness of

Erzbergrodeo. We've also brought you a healthy dose of 2013 with new model launch reports from Kawasaki's MX range and Husqvarna's MX and enduro bikes.

Things didn't quite go according to plan with the Kawasaki test when our chief MX tester Ed Bradley spanked himself painfully and spent time in an air ambulance when he should have been flying high on KX-Fs round Teutschenthal. It's good to be able to rely on your friends in an hour of need and so we ignored bed-ridden Ed and nicked a test report from our close personal friends at Cross Magazin who stepped in at the eleventh hour to tell us just how good the new Kwackers are.

The knock-on effect also meant ol' knacker Wakker had to double-up on the 2013 Husky launch (staged the following week) and ride both MX and enduro weapons. We're keeping him trim if nothing else.

While we're talking all things Walker his sad tale from the States brings a tear of realism to the eye on page 40 and shows the lengths and depths we'll go to round here to do what we love – ride bikes.

On a more positive note we also claim a helping hand in getting a true talent to make the giant leap into GP racing. Rat catcher Jamie Law tells us how he went from man in a campervan to flying round the world as a GP racing God in one week – all thanks to a moment in the shower for Sutty...

As ever it remains a team effort here at DBR and that quite obviously includes you so keep it loyal at www.dirtbikerider.com, share your stories and pics in **dirtZone**, don't forget to send us some abuse on Twitter @dbrmagazine and don't be shy if you have anything good, or bad, to say about the mag. Drop me a line at jon.pearson@jpress.co.uk

Enjoy the mag.



Check out Ed's review of Germany's flying doctors in next month's DBR Tested!

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WIN!

ANSWER SKULLCANDY RACEWEAR AND HEADPHONES...

If your hobbies include railing ruts and kicking butts then you're sure to be a massive fan of this super-cool **Answer Skullcandy** racewear that basically brings together two of the most awesome brands in action sports to create a kickass clothing range that'll rock your socks. Add Freestyle Xtreme into the equation n'all and you've suddenly got a trifecta of rad on your hands and that's what we're dealing with here.

Our best buds from the world's #1 online clothing store – www.freestylextreme.com – have basically hooked us right up with a competition prize that's so cool it makes liquid nitrogen look like it's having a hot flush. Basically one lucky winner will win a set of Answer Skullcandy racewear and a pair of Skullcandy Uprocks headphones while a pair of runners-up will win some headphones. Sweet huh?

To be in with a chance of winning we need to know the answer to this simple question. What is Malcolm Stewart's nickname?

Is it:

- A: Officer Malcolm**
- B: Talcum Malcolm**
- C: Malcolm in the Middle**
- D: Mookie**

If you know the answer log on to our website – www.dirtbikerider.com – and follow the competitions link to **dirtZone** or use your smartphone to scan the **QR code** that'll take you there directly – that's progress baby! Then however you've got there you need to fill in the fields

and fire off your entry. The competition closes on **August 9th** when the first correct entry drawn at random will win the full collection of Skullcandy swag while two runners up will each win a pair of Skullcandy Uprock headphones.

Cancellations due to weather aren't confined to the UK though and high winds in Istanbul cause the third round of the X Fighters World Tour to be canned. The next stops of the series will be in Madrid on July 20 and Munich on August 11 with the grand finale in Sydney on October 6.

Keeping things freestyle for a moment crazy FMX stars from around the UK battled it out in the Big Air Jam at Scarlets' stadium in South Wales. While reigning British FMX champ Chris Birch took the win in the Best Trick comp with a mind-boggling Nac Flip it was Jamie Squibb who came away with the lion's share of the prize purse by winning the Best Whip and Best Run categories on the night.

Some of the UK's leading motocross stars will be taking part in the epic Lap of Hope charity event at Apex on August 14. The event that's the brainchild of Lee Morgan and Justin Morris raised a shedload of money last year as riders including Tommy Searle, Elliott Banks-Browne, Jake Nicholls, Mel Pocock, Martin Barr, Kristian Whatley and Tom Church donated their time and some bits and bobs for the charity auction.

At this year's event the plan is to make even more money. "We want to build on last year's event," says Lee. "We were chuffed to get 1000 people last year but we want more spectators and more riders this time. To achieve this we're having an extra session for kids. We've also enlisted the help of Holly Divali who'll be coordinating the day to allow me and Justin to run around like loons again!"

Supporting this event is really simple and all you have to do is attend with some money in your sky rocket and not be afraid to part with it! If you want to ride then you'll have to book in advance but if you just wanna watch and join in all the festivities turn up on the day. Apex is slap bang next to junction 6 of the M5. For more information visit www.lapofhope.com or email info@lapofhope.com.

Some other exciting things happening in August are the first-ever International Red Bull Pro National that happens at Mill in Holland on August 11/12 and the British Grand Prix at Matterley Basin on August 16-19. Before that though there are two regular RBPN rounds at Duns on July 21/22 and Whitby on August 4/5 and the fifth round of the Maxxis at Hawkstone Park on July 29.

James Dabill will be gunning for top Brit at the World Trial



FEET-UP FRENZY! THE TONI BOU SHOW COMES TO CUMBRIA YO...

If you fancy seeing something different on the weekend of July 28/29 how about visiting Cumbria for the final round of the SPEA FIM World Trial championship which comes to Nord Vue near Penrith. Two days of feet-up action over devilishly difficult sections designed by former British champ and extreme enduro wizard Graham Jarvis should be a cracking day out especially to see Toni Bou make riding them look so damn easy. Nord Vue's simple to find as it's centrally located between junctions 41 and 42 of the M6 just off the A6.



MAC211

BEACH BUMS!

STILL SITTING OUT WITH INJURY BILLY AND HARRIET HEAD TO BONDI BEACH...

Words and photo by **Billy MacKenzie**

I got the all clear from my doc to start riding again yesterday so I'm feeling a lot better and ready to get back in action. I'm sure my last two columns have been talking about this injury so let's take a different path this month and let you know what's been happening in the normal life of Billy Mac.

Bored of sitting at home all week doing nothing Harriet and I decided to take a trip to Sydney. I remember when I was a kid my life used to be wide open – never sleeping until I actually couldn't keep my eyes open any longer. I remember all the driving up and down the UK and across Europe no matter what the time was in search of the next exciting thing to do. It used to actually be better driving in the early hours of the morning just to beat the traffic!

Harriet has a load of friends from Bristol working in Sydney so we made a plan to catch up with them all for a weekend in the city. We booked ourselves an apartment in Bondi next to where they're all staying and used Monster Energy Kawasaki's latest sponsor to land a shiny new \$180,000 Mercedes Benz to drive around in for our stay!

The Merc deal was actually done while drinking neat scotch with the surgeon who works on most of the motocross athletes in Australia. A good friend of Troy's, we were invited round to his kid's birthday and met Mr Mercedes while we were there. Troy has the gift of the gab and a few drinks down they were making bets about who could sell the most cars given certain guidelines. Anyway, since that Merc hooked us up which I'm more than happy about!

Bondi isn't as pretty and crazy as they make it out on TV. The Bondi rescue programme is purely made on people getting too messy and deciding to take on the waves. It's a bit overkill and I really don't see the attraction with it if I'm honest. Maybe a few years ago it would have been the place to go but these days it just seems like everyone is trying too hard to do the Bondi thing.

If any of you are planning a trip to Australia just make a day of it and move on to the next place would be my advice. We made the most of things and still had a good time. We hit the city and had some nice food and really just minced about in the Merc all weekend!

I gave Marmont a lift back from the airport after he'd been stuck in a Brisbane hospital for three days with an infection after surgery so that's both of us out of contention for this season. It was nice to get out and about and see everyone. While dropping off Jay I was able to catch up with a load of friends from down his way – just like I used to do back home really!

After the weekend it was straight up to Toowoomba to show my face for the 2013 Kawasaki 250F launch. I was only just back from Sydney and was making the drive up there at 5.15am. I don't mind staying up till 5.15 but getting up at that time sucks!

Anyways, I made it about half way before I started to get really tired driving. I left super early so that I would have time to get there early as I was already warned not to be late! I was drifting off so thought I'd pull in and have a quick 40 winks then a coffee. I set my alarm for half an hour but somehow slept through it and was now behind schedule! A quick large coffee and a bottle of water set me on my way and I tried my hardest to get there in time but arrived 15 minutes late! Fail!

They didn't stress too much since I did have to drive three hours to get there and in the end it was a good day at the track. The weather was lovely and all the team sponsors were there giving the new bikes a good thrashing and I bumped into my old engine mechanic from CAS Honda Andy Pringle! We imported him over from the UK and if he gets my bikes going anything like my old '08 steed then I think you'll see MacKenzie and Marmont back at the front before the end of the year – now all I need is Teasy on a plane!

For all of you motocross and enduro fans or general sun seekers out there one of my oldest and best friends Keith Amor has set up camp in Cyprus with his brother and mates and is doing enduro holiday packages for you and all your friends. So go check out his website – www.keithamor.com – and book yourselves a lads' holiday riding the hills of Cyprus. I'll be making plans to get over there soon so I'll keep everyone updated on my Mac211 fan page.



SHOCK N' AWE!

FROM FULL-THROTTLE BAR-BANGING BATTLES TO OFF-TRACK FISTICUFFS IT'S ALL GETTING A BIT WILD IN THE FIM WORLD CHAMPIONSHIPS...

Photos by Sarah Gutierrez

The GP circus is back in Europe and the meaty part of the season is well under way. Moving through France, Portugal and Belgium in quick succession we're past the midway point now and the Cairoli show in MX1 is looking unstoppable. We never thought it would be but honestly who is going to stop him? The news is... there is no news because Cairoli is looking like doing precisely what he does best of all and knocking out a belting mid-season on top of what was already a pretty good start to the year.

It's the battle for second spot in the championship that's hotting right up with French duo Gautier Paulin and Christophe Pourcel, along with close geographical neighbour Clement Desalle, bagging the moto wins that Cairoli's not able to clinch. The trio are trading podium places and are a mere nine points apart going into the GP of Sweden albeit nearly 50 behind Cairoli.

Behind that top four it's boiling down to who can keep out of trouble, keep things consistent and stop the yo-yo effect happening to their scores. Belated Red Bull KTM recruit big Ken de Dycker is doing the best job of being the next best man standing but really it's fast becoming a three horse race behind the one horse race if that makes sense?

In MX2 it's a similar as-you-were

story as the Herlings/Searle showdown for the title continues – although the focus of attention has shifted slightly from their own on-track first corner argy-bargy to Herlings and his potty mouth. Rumor has it his mouth has gotten a bit out of hand in general but after coming together with his girlfriend's brother – Arnaud Tonus – and Arnaud's team-mate Mel Pocock, Herlings was hurled a three grand fine from the FIM (largely because he said a naughty word on TV).

The Dutchman was similarly fined and 'sanctioned' by his employer KTM Motorsports. Always considerate the orange army sent out a clear message to the young Dutchman to conduct himself in a more professional manner but whether he listens or not is another thing entirely.

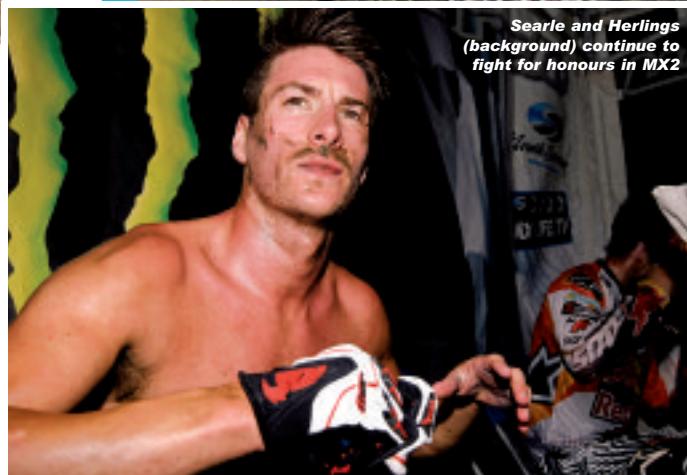
STANDINGS

MX1

1	Tony Cairoli	345
2	Clement Desalle	298
3	Christophe Pourcel	292
4	Gautier Paulin	289
5	Ken de Dycker	237

MX2

1	Jeffrey Herlings	364
2	Tommy Searle	340
3	Jeremy van Horebeek	308
4	Joel Roelants	238
5	Jordi Tixier	217



Searle and Herlings (background) continue to fight for honours in MX2



EURO FIGHTERS!

POCOCK AND DUNN GET THE JOB DONE...

It's not just Tommy Searle who's getting God Save the Queen played over Youthstream's state-of-the-art sound system as Monster Energy Yamaha's ninja that's ginger Mel Pocock has also been kicking some ass. At the opening round of the EMX-250 series in St Jean d'Angely Ginge took a double win to lead the series by 10 points heading into round two at Kegums in Latvia.

In the EMX-125 class Tim Gajser proved unstoppable through the first seven races of the series but a late moto slip-up in Bastogne allowed HM Plant KTM UK's James Dunn to snatch victory. After a string of bad luck Dunn currently sits fourth in the series with rounds in Sweden, Matterley Basin and Faenza left to run.

RV2 TO MX1?

RYAN VILLOPOTATOMAN RECKONS HE MIGHT LIKE TO RACE THE WORLD CHAMPIONSHIPS...

Visiting the Belgian GP as an ambassador for Monster Energy and clothing sponsor THOR, six-time AMA champ Ryan Villopoto was quoted as saying "my plan is to race three more years in the States and then come over here. No other leading American rider has ever moved to Europe to race – there have been Americans here but not an American champion – and I would like to be the first."

Apparently RV2 is forgetting such forgettable people as Brad Lackey, Danny LaPorte, Micky Dymond, Chuck Sun, Broc Glover, Marty Smith and Mark Blackwell who have all won AMA titles before coming to race a full season in the GPs. *D'oh!*



DE REUVER'S UPDRAFT!

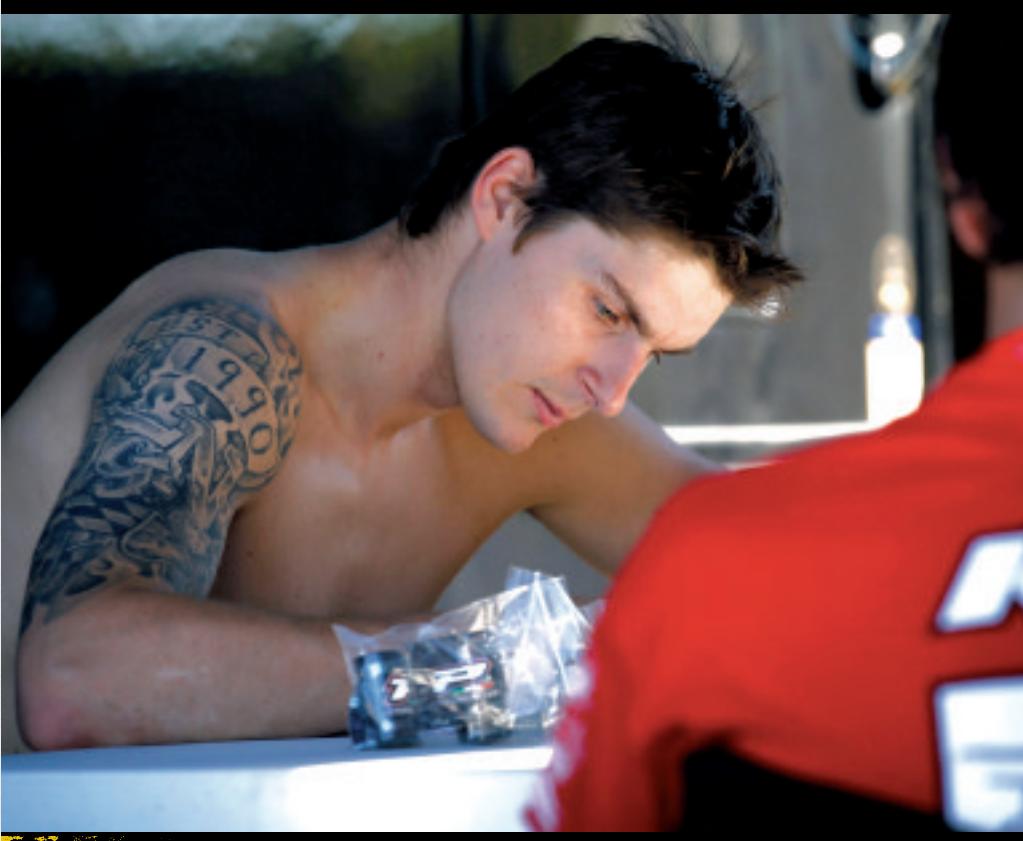
BROKEN DREAM FOR DEAN FERRIS OPENS A DOOR FOR DE REUVER...

After Aussie Dean Ferris injured himself at St Jean d'Angely it was announced that experienced Dutchman and former GP winner Marc De Reuver would replace him on the ICE1 Racing Kawasaki for the remainder of the world championship season. De Reuver will still be racing in the UK for Lanes Kawasaki – and prize money – when he's not chasing world championship points.

THAI CRACKERS!

WILL THE 2013 MXGP OPENER BE FULL OF EASTERN PROMISE?

Although no dates have been released just yet Youthstream did confirm that the opening round of next year's MX1 and MX2 world championship will be kicking off in Thailand! Phuket? That's what some team bosses are saying about the whole deal but the venue is actually the Pinthong Industrial Estate in Sriracha. There's nothing there at the moment but a full-on motocross facility is being built to Youthstream specifications right now.



THE REVEREND

TOUR OF DUTY!

THE REVEREND ROLLS THROUGH EUROPE IN HIS SEARCH FOR GP GLORY...

Words by Jake Nicholls Photo by Sarah Gutierrez

It seems like two minutes ago that I was typing my last column but as I just read through it quite a lot has actually happened since then. A whole month's worth of stuff funnily enough! It's been a bit less dramatic on the toilet front fortunately and my riding has picked up a bit too.

France was a strange race for me – I like the track there and especially enjoyed it this year but we got caught out a bit on our set-up and I struggled on race day with my corners. I wasn't overly happy with the day.

Blu was away on her holiday with her imaginary friends so that was a bit weird and made me realise how much I rely on her for bits and bobs to make me comfortable over the weekend. I know what you're thinking but I'm relating to having my couscous and energy drinks ready straight after I come in from the races and stuff like that. But Tom and I got by pretty well over the weekend and mum and dad were there too so the old dear kept us well fed!

From there Tom, Jeff the dog and I trucked on down to Portugal which was a fair way. We parked up at a nice camp site where we based ourselves all week. I went running on the beach a couple times, once with my mechanic Olly who is a good runner and then found a nice cycling route. On Wednesday I went riding at a local sand track with James Dunn on his 125 screamer. I had a tough schedule that day so I slept well after.

Blu returned that weekend after catching a flight to Porto and getting a lift with Shady Shaun to the track. We had a rare mechanical failure in the qualifying race on Saturday which meant I was on gate 38 for both races. I pulled a good start in moto one and ended up sixth which I was chuffed with.

The second race I got punted off the track in the first corner and rejoined in about 25th. I rode like a maniac for the whole race to be honest and felt so good on the bike. In the end I pushed

through all the way to fifth in what has to be my best race so far this year. I was chuffed!

We cruised back to Belgium and did a bit of mud practice in the week ready for Bastogne which came in handy on Saturday anyway. Sunday was a good day for me. I rode really well in the first race except for a mid-race crash which lost a place to Roelants but I still finished a strong fifth.

The second race was similar and I was in sixth position and pushing forward when my seat cover randomly ripped almost completely off which left me sliding about on a hard bit of seat foam which literally had no grip. So I lost a couple seconds a lap with this as on the square acceleration bumps I was sliding and rattling to the back of the bike. I finished eighth but moved into sixth place in the series standings which was good news.

The following day we drove home which was my first trip back home for four and half months. It was great to be back and riding my track which was so overgrown but in perfect nick after all the recent rain. It was great to see all my mates and cycle on our local roads too, cycling really has become my only hobby nowadays as I have no time to do much else other than read a bit – I don't like video games or anything.

We trucked back here this Monday and I've trained well this week. Tomorrow we leave at 9am for the drive to Sweden so I'll be up early getting a cycle in before we leave.

I'd like to mention how nice it was catching up with Josh Coppins at the Belgian GP. He's over while the Australian season has a six week break. Last time I saw him was back in January over in New Zealand so it was great to catch up with him up – I could chat to that bloke all day!

Thanks for reading and see you soon at the races.

Go hard #45!

DESERT STORM!

STRIJBOS REGAINS MX1 RED PLATE AS THE MX2 BATTLE BOILS OVER...

Words and Photos by Sutty

Considering the soaking it gets in the days running up to the race, the Porter's Pit circuit at Desertmartin is in surprisingly perfect condition for the fifth round of the Maxxis British championships. Even so the day starts on a sour note for the huge crowd as local heroes Martin Barr and Gordon Crockard both fall foul of the no-stop rule in qualifying and pick up a minute's penalty which means they end quali in last and next to last place.

An outside gate doesn't deter Barr from getting three great starts though and the Tyco Suzuki speedster snatches second overall on the day behind HM Plant KTM UK's dominant Belgian superstar Kevin Strijbos. The Kid's simply unstoppable and runs 1-1-1 through the three motos to regain the lead in the series. Meanwhile, Kevin's closest championship challengers Matis Karro and Shaun Simpson can only manage 3-4-2 in the case of the long-haired Latvian and 4-3-DNF for Woody as he unluckily snaps a chain on his Monster Energy Yamaha in the final moto.

Down in MX2 the battle between

Elliott Banks-Browne and Mel Pocock continues to rage. The Monster Energy Yamaha rider takes the win on the day with a 3-1-1 to claw back 11 points on EBB who runs first and second in the opening two motos before suffering a huge crash while leading the third. With his bell properly rung and his bad wrist tweaked further the red plate holder hangs tough to hold on for ninth while riding one severely bent bike and in serious amounts of pain. Embo's 'eroes Steven Lenoir and Graeme Irwin take third and fourth overall ahead of Dubliner Stuey Edmonds.

STANDINGS

MX1

1	Kevin Strijbos	313
2	Matis Karro	308
3	Shaun Simpson	277
4	Gert Krestinov	226
5	Stephen Sword	198

MX2

1	Elliott Banks-Browne	294
2	Mel Pocock	286
3	Steven Lenoir	233
4	Neville Bradshaw	220
5	Graeme Irwin	200

Banks-Browne's moto three crash hands Pocock the overall win



Pocock's strong performance at Desertmartin claws points back from EBB



#22 Strijbos took no prisoners in Ireland, three wins meant he took back the red plate

WET N' WILD!

IT'S GRIM UP NORTH AS THE RED BULL PRO NATIONALS HIT FATCAT...

After a sparkling start just a few miles from the sunny Cornish coast the second round of the Red Bull Pro Nationals hits FatCat Motoparc in Yorkshire where the weather's downright depressing, dark and gloomy. A year's worth of rain hits the circuit overnight leaving things damp to the least – not that it detracts from the racing action.

Martin Barr starts the day as he means to go on by snatching pole in his debut on the Tyco Suzuki. The Ulsterman runs 2-1 in the points-payers to take the overall from Lanes Kawasaki's flying Dutchman Marc de Reuver and new team-mate Stephen Sword who retains the MX1 red plate with a 3-3 scorecard.

In MX2 a 1-2 from 'is boys gives good reason for Roy Emberson to have a jolly old knees-up! L'tickler Francais Steven Lenoir puts the biggest smile on the boss man's boat race by taking a pair of wins and the series lead with it while Graeme Irwin backs up his buddy with a pair of second place finishes. Joining them on the podium is former Embo employee Nev Bradshaw who steers his new ride – the rather tasty Evo-Tech Stevens Honda – to a pair of thirds.

With the championship chase hotting right up in both classes everything's to play for at rounds three and four, which are set to go off big at Canada Heights on **July 8/9** and Duns in Scotland a fortnight later. We will see you there!

STANDINGS

MX1

1 <i>Stephen Sword</i>	90
2 <i>Marc de Reuver</i>	83
3 <i>Martin Barr</i>	80
4 <i>Nico Aubin</i>	74
5 <i>Gert Krestinov</i>	56
MX2	
1 <i>Steven Lenoir</i>	94
2 <i>Neville Bradshaw</i>	78
3 <i>Graeme Irwin</i>	67
4 <i>Nathan Watson</i>	57
5 <i>Alan Keet</i>	52



Martin Barr's back on form since switching to Tyco Suzuki

BARR'S BACK!

MARTIN MEANS BUSINESS AFTER HIS MARVELLOUS MID-SEASON MAKEOVER...

After a shocking start to the season Martin Barr seems to be back to full form since hooking up with Adam Lyons and the Tyco Suzuki team. A last-minute signing before FatCat's Pro National. Martin kicks butt in Yorkshire and takes a few more scalps in Desertmartin.

"I've been going loads better since making the change from Kawasaki," says Barty. "I've done two races so far and I've got two podiums – it's been brilliant! I really couldn't ask for any more from the Tyco Suzuki by TAS team, I was lucky that these guys gave me a deal at this time of the season and so I just want to go out and repay them with as many race wins and podiums as possible."

While it's unlikely Martin will make a run for a podium place in the final series standings of the Maxxis, the Red Bull Pro Nationals title is very much up for grabs with just 10 points separating the top three contenders with five rounds left to run.



IRN-BRY

EYE OPENER!

BRY GETS A SHOCK WHEN HE FINDS HIS FAVOURITE PARKING SPOT IS WELL KNOWN FOR ATTRACTING A CERTAIN TYPE OF GENTLEMAN...

Words by Bryan MacKenzie Photo by Sutty

I sent a little preview of my column into DBR HQ this month to see what they thought and there was a question mark over the printability of what I was coming up with. So I assured them – when haven't I put out PG material? Let me paint you a little picture...

I meet up with Freeflow Kev twice a week at a layby just outside a grassy field near Freeflow Moto to do a little circuit training – so it's pretty much a regular occurrence. I get there dressed in my civvies and then jump in the back of my van to get changed into my training gear, leaving the door open a wee bit to shed a little light.

After five minutes or so Kev will appear and stick his head in the door at which point I'll jump out in my training vest and running shorts and we'll wander off together through the trees to our little training spot. An hour or so later we'll appear again and I'll be sweating like Josef Fritzl on MTV Cribs with grass stuck all over me and mud on my hands and knees! At which point we'll high-five, rap some knuckles and head off in separate directions.

Now, in light of recent findings, if I was a gay man looking for a good time I'd be thinking that we were a pretty wild party. However I'm not and I go there to get my hole kicked in a very different meaning to the phrase!

It's becoming more and more common these days that you hear how a car park is being used for all sorts of shenanigans other than parking your car. In fact, almost any secluded parking area seems to get a name for itself as being somewhere for people to get up to no good. Like in my home town, we live right on the sea front and each of the three car parks for the beach is notorious for a spot of dogging. Some people even put a little twist on it by saying it's for gay dogging.

Well recently it's come to light that the layby I've been dropping anchor in very regularly for the past six months to train with Kev is actually a gay dogging hotspot. I always did find it strange how drivers would just pull in, hang around for a while and then leave without doing anything other than staring into the front of my van. Then they'd always spin around and do a drive-by at about 20mph eyeballing me before re-appearing five minutes later to do the same thing over and over again.

I always just put it down to the folk from the area being pretty light fingered and eyeing up my van but it turns out that's not the case. Now I don't know the rules to dogging but I imagine they see me jumping in the back of the van and leaving the door slightly open as an invitation!

Imagine they came round for a look to find me sat on my tool box, mid change and with my 32mm hanging out!

So just so we're clear if you're 'swinging' by the gay-by in the middle of Rutherford then the T5 with reggie SV08 *** is not there for a good time and my backdoors are definitely off limits – they're only slightly ajar so I can see what I'm doing!

Since getting to write for DBR I've had a few benefits come my way that may never have happened had I not. Firstly I've got more exposure, more followers on my ever expanding Facebook and Twitter friends lists, somewhere to publicly and openly express my opinions and tell my stories and more recently got hooked up with a brand new product to try.

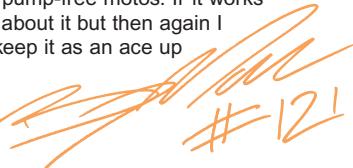
Last month I wrote about how I have been struggling with arm pump in the opening races so far this year and a guy that was reading thought he could help me and so got in contact with DBR. This dude Barry is bringing out a brand new product which he believes will help with the prevention of arm pump. After a phone call I agreed to give it a whirl as at this point I'll do anything to get over this crap.

The first batch of these things came off the production line a week or two later and within a couple of days Barry had driven to my house to deliver me my 'MX Arm Burner'. Essentially it's an improvisation of the old weight on a rope tied to a stick thing – where you twist the stick round to raise the weight which in turn pumps your arms up.

It's an age old technique that I've known about for years and sometimes used to pump my arms up well before the first race to try prevent it during the moto. Well this is a well-engineered bit of kit which takes that principle and with the use of hydraulic brakes and a clever rotation system, improves on the ghetto weight on a rope trick and simulates more the actual handlebar set-up of your bike – it really works on your coordination too.

I'm finding it hard to explain so go check it out at www.mxarmburner.com. I've only just got it and messed about with it a little so I can't give you a review on it just yet but I'll certainly give it a proper try and see how it shapes up in my search for arm pump-free motos. If it works I might tell you about it but then again I might not and keep it as an ace up my sleeve!

Until next time, peace be the journey!


#121

Danny McCanney secures a third consecutive U23 title



This pic of Steve Holcombe needs no comment!



FINAL SERIES STANDINGS

ELITE

1	Jordan Rose	132
2	Tom Church	112
3	Daryl Bolter	112
4	Jamie Lewis	87
5	Si Wakely	85

UNDER 23

1	Danny McCanney	154
2	Alex Rockwell	140
3	Jonny Walker	134
4	Jack Rowland	112
5	Lewis Belfield	88

UNDER 19

1	Steve Holcombe	160
2	James Dent	118
3	Rob Johnson	114
4	Joe Wootton	105
5	Aaron Smith	93

125CC YOUTH CUP

1	Brad Freeman	144
2	Lee Sealey	124
3	Jamie McCanney	120
4	Josh Gots	120
5	Jack Staines	99

EXPERT

1	Richard Ely	141
2	Tyson Maytom-Jones	137
3	Oliver Hart	136
4	James Jackman	104
5	Jack Lee	97

WOMEN

1	Jane Daniels	160
2	Rhian George	126
3	Fionn Griffiths	113
4	Stephanie Row	92
5	Liz Childerley	74

CLUBMAN

1	Gethin Francombe	157
2	Richard Topping	106
3	Ian Smart	89
4	Jason Corden	89
5	Jamie Jenkins	84

SPRINT FINISH!

CANADA HEIGHTS HOSTS THE BSEC FINALE WHERE TM UK'S JORDAN ROSE CLINCHES THE ELITE CLASS TITLE...

Words and photos by Jonty Edmunds

The 2012 Husqvarna ACU British Sprint Enduro Championship has reached its close with Canada Heights the venue for the ninth and 10th rounds of the series.

Following two days of great racing Jordan Rose, Danny McCanney, Steve Holcombe, Jane Daniels, Richard Ely, Brad Freeman and Gethin Francombe were crowned as this year's class winners in their respective classes.

Despite enduring some bad luck and being beaten on each of the final two days of the series, TM-mounted Jordan Rose secured the coveted Elite class title having put together a solid season.

"It's great to win the title because this is the championship I set my sights on at the start of the season," expressed Jordan. "On both days at Canada Heights I got a rock stuck in my sprocket so I had to work hard to finish

on the podium. It was a great event to end the series."

Behind Rose in the final Elite standings are Tom Church and Daryl Bolter. Tied on points Church gets the runner-up spot by virtue scoring higher on the first day of the series but at Canada Heights it's visiting Finn Matti Seistola who uses his EWC experience to top the results on both days.

Making a one-off appearance the Husqvarna factory rider quickly settles into his rhythm using the event as practice ahead of upcoming world championship duties. "It's been a really cool weekend and something completely different for me," commented the Finn. "I've had a great time and really enjoyed the track."

Second overall on both days is Danny McCanney who claims two more Under-23 class wins to secure a third consecutive U23 title. Well rested and

riding at his best, Danny enjoys two comfortable winning margins ahead of Alex Rockwell.

In the final U23 championship standings Rocky follows Danny home for the runner-up spot with KTM mounted Jonny Walker third. With the three riders having produced some of the standout performances of the series it's the elder McCanney brother that ends the championship as the unofficial overall best performing rider.

In the 125cc Youth Cup class Brad Freeman secured the class win taking advantage of the fact that Jamie McCanney missed out on two rounds of the series. After injuring his wrist at the EWC event in Chile, Jamie returns to the series for the final round just off the M25 in Kent to claim his fifth and sixth class wins of the year and manages to place third in the championship. Second goes to Lee Sealey.

A three-way title fight in the Expert class concludes at Canada Heights with Richard Ely getting the top spot. Just five points separate the top three in the end-of-season championship standings as Tyson Maytom-Jones claims the runner-up spot with Oliver Hart third.

Jane Daniels finished off a perfect season at Canada Heights by claiming her ninth and 10th wins of the series in the Women's class. Dominating the championship and setting some seriously impressive test times along the way she's followed home by Rhian George and Fionn Griffiths.

Last but by no means least the Clubman class is topped by TM rider Gethin Francombe. Capping off a great championship campaign Gethin claims two more day wins to finish ahead of Irishman Richard Topping and Ian Smart, who narrowly pipped Jason Corden in a tie-break.

GOLDEN GRAHAM!

ROMANIACS HAT-TRICK FOR GRIMBO...

Putting his Erzberg disappointment firmly behind him, Flite Husaberg rider Graham Jarvis rode immaculately to claim a third Red Bull Romaniacs title.

Jonny Walker topped the Endurocross-style prologue ahead of Spain's Xavi Gallindo and German Andreas Lettenbichler but the Romaniacs rookie took a while getting used to GPS navigation and ended the first day outside the top three.

Opening up a 17-minute lead at the end of the first day Jarvis made his intentions of winning crystal clear. With experienced hard enduro racers Lettenbichler and New Zealand's Chris Birch finishing behind him Jarvis would go on to win again on day two.

Four minutes ahead of Lettenbichler, Graham started the third day knowing that victory was well within his grasp. Topping the results once again, this time ahead of Kiwi Birch, Graham went into the fourth and final day holding down a sizeable lead.

Not even a drowned bike could stop Jarvis from securing yet another Romaniacs win. Knowing that finishing was more or less all he needed to do, that's exactly what he did. "It's been a fantastic event this year," claimed Graham. "I've really enjoyed it. The first day was really important, after that I just pushed on and despite drowning my bike on day four I got the result I wanted."

Jonny Walker overcame an injured shoulder on day three to claim his first Romaniacs day win as the event drew to a close. Securing a podium finish in third, the two Brits were joined on the podium by Husqvarna mounted Lettenbichler.

DONE DEAL!

ABC SIGN UP AS SUPERENDURO SERIES PROMOTERS...

With the US Endurocross series in full swing the FIM have confirmed that the SuperEnduro world championship will be promoted by ABC Communications who are current promoters of the EWC series.

Two companies stepped forward following a tender process – ABC Communications and Italian event organisers Off Road Pro Racing. It's not yet known what changes will be made to the series, if any, or indeed what countries the championship will visit.

Fingers crossed ABC Communications are able to at least find one or two more organisers before now and the start of the indoor season November.

ROAD WARRIOR!

IS THIS YEAR'S ISDE GONNA BE MORE ROAD THAN OFF-ROAD?

The last time the International Six Days Enduro was held in Germany it was a pretty pants event quite honestly. With more road than off-road riding it was both easy and uninteresting – nothing like what a good six days is all about.

Despite hopes that this year's event will be very different it seems that the good, old German environmentalists might well spoil, or at least dampen, the party just as it did last time. Rumour has it that the event organisers are having course issues which will likely result in at least one day of competition being diverted away from the forests and onto the highways.

No word yet as to what team, or teams, Britain will send to the event which takes place on September 22-28. The biggest dilemma facing team manager Dusty Martin and the ACU is should Danny McCanney, Jonny Walker, Alex Rockwell and Jack Rowlands go after their recent results and ride together as the Junior Trophy team? Or should some or all of them get bumped up into the Trophy team to strengthen the ranks there? Time will tell...



JONTY'S BOX

SMOKIN' WEAPONS!

WHILE FOUR-POPPERS STILL RULE THE ROOST IN MOTOCROSS CIRCLES IT LOOKS LIKE TWO-SMOKERS ARE MAKING A MAJOR RETURN TO THE OFF-ROAD SCENE...

Words and photo by Jonty Edmunds

A few weeks back KTM factory rider Antoine Meo topped a round of the French Enduro Championship on a 125 – you know, one of those high-revving two-stroke bikes teenagers and early 20 somethings used to race before 250F machines elbowed them out the way almost 10 years ago.

It wasn't any old event but an important round of the French championship – against the likes of Christophe Nambotin, Pela Renet and Rodrig Thain. I for one thought it was pretty impressive.

Now we all know what Antoine's capable of. He's not a double Enduro World Champion and the runaway leader of this year's Enduro 1 series without good reason. But when you consider he's armed in EWC competition with an all-singing, all-dancing factory quarter-litre Katomo why did he opt to race on a 125? And how the hell was he able to do so well?

It's no secret that Antoine loves 125s. His last appearance at a motocross GP for Husqvarna was on a 125. And last year there was talk of him wanting to make an outing in the EWC on a 125. Antoine clearly doesn't see their lack of power as a disadvantage – certainly not for national level competitions.

By racing a two-stroke whenever he can Antoine is giving the oil burning screamers a massive thumbs up. Able to race anything he likes Mr Meo opts time and time again for the humble eighth-litre screamer.

At national level enduro and cross-country events up and down the country – and all across Europe – two-strokes are the majority once again and four-strokes the minority. It might not be the same in motocross but things have swung back in favour of the good, old strokers in a big way recently and that's not looking like changing any time soon.

Beta will join the likes of KTM, TM and Gas Gas by launching their own two-strokes later this year. And it's rumoured Sherco will too. In Italy Husqvarna are known to be working on new two-stroke technology as well. That's not to say that four-stroke development has or looks likely

to stop but what riders want – those speaking with their wallets, putting their hand in their pockets and spending their hard earned cash – they're likely to get.

We were all told by the Japanese that four-strokes were the future a few years back and for a while there we all believed them. European manufacturers who didn't have them frantically started designing and building them while we all thought the end of the two-stroke was near.

With more and more top-flight racers endorsing them, more and more of us wanting them and European manufacturers realising Honda got it wrong and KTM – who never stopped believing in the trusty two-stroke – got it right, two-strokes will become ever more prominent in the coming years.

Not only will more manufacturers step into or back into the two-stroke arena during 2013 and 2014 but new capacity two-strokes will likely also emerge partly as manufacturer's jostle to bring us something newer and better. Since there's no longer much reason to stick to 125s, 250s and 300s, as two-stroke development moves forward and hopefully EFI gives us smoother power deliveries why not revert back to some of the older capacity sizes.

The question of whether the Enduro World Championship classes should revert back to three two-stroke and two four-stroke classes is already being whispered. Some are asking is it just a matter of time before E1, E2 and E3 becomes redundant?

More two-strokes will be great for our sport and great for the off-road motorcycle scene in general. Affordable riding and racing – especially in these tough times – is exactly what we all need. Four-strokes won't die as there're plenty of people out there who love new generation four-bangers but the humble two-stroke looks set to play an ever more important role in the future of both the national and international enduro scenes in the years ahead...



Ivan Tedesco chops Marvin Musquin's nose into turn one

Blake Baggett chasing down Justin Barcia



Mike Alessi, one of Dungey's few challengers outdoors in 2012



WIDE OPEN!

WHILE DUNGEY'S DOMINATING THE 450 DIVISION EVERYTHING'S STILL TO PLAY FOR IN THE 250 CLASS...

Words and photos by Steve Cox

The big story coming in to this year's AMA Nationals surrounded the return of Officer James Stewart and he was still hitting the headlines following round two as he sat on top of the series standings thanks to a four moto win streak. As the series headed to Colorado Officer James was definitely in control.

In the first 450 moto he continued his dominance – at least for a few laps. After taking the early lead Stewart began pulling away then had a terrible crash in a rutted sweeper. He got up slowly but couldn't turn the throttle on

his Suzuki RM-Z450. He pulled into the pits favouring his right wrist and was out for the day. The end result was the first and second moto wins by a KTM in the AMA 450cc motocross class and the first ever overall win for the orange brigade as Ryan Dungey took both wins going away.

Stewart showed back up at High Point one week later and even set fastest time in practice but most wondered how his wrist would hold up once the track got rough. The answer was that Stewart put in a frankly heroic performance to finish fifth in the first moto. With a severely injured right wrist

James beat 35 of the fastest 450cc racers in the country in a 35-minute moto. But it was too much and he didn't show up for moto two – or any subsequent moto.

Ryan Dungey goes 1-1 at High Point then does the same at Budds Creek. It's a runaway, folks and the only person who seems capable of stopping Ryan Dungey at this point is Ryan Dungey!

In the 250 class a 1-1 score at Hangtown and a 2-3 in Texas means Blake Baggett carries the points lead into round three in Colorado. The former Rage cover star manages an impressive 3-1 performance but loses the overall to the 1-2 of Justin Barcia. That said, the points lead remains intact.

High Point proves to be Baggett's worst day of the series so far. A solid come-from-behind third in the first moto behind Barcia and Eli Tomac starts things off pretty well but then late in the second moto while catching the leaders again Baggett goes down after washing out the front end. Then a few turns later he goes down again – highsiding on an uphill double. Then he crashes a third time a few turns after that. All in one lap. Somehow he still manages fifth place in the moto and keeps the points lead heading into Budds Creek.

He's back on it at Budds Creek and it's the most dangerous version of Blake Baggett there is. He comes from way behind to grab second in the first moto – behind Barcia who takes his third moto win of the season – then chases down Ken Roczen really late in the second moto from almost 10 seconds behind to take the moto win and his second overall victory of the summer. Baggett is still the man in the 250cc class but there are three guys – Barcia, Tomac and Roczen – breathing down his neck.

STANDINGS

450cc

1	Ryan Dungey	236
2	Mike Alessi	182
3	Jake Weimer	179
4	Andrew Short	154
5	Brett Metcalfe	142
6	Broc Tickle	134
7	James Stewart	100
8	Josh Grant	111
9	Nico Izzi	95
10	Justin Brayton	93

250cc

1	Blake Baggett	222
2	Justin Barcia	209
3	Eli Tomac	200
4	Ken Roczen	200
5	Marvin Musquin	153
6	Will Hahn	130
7	Jason Anderson	106
8	Blake Wharton	102
9	Ivan Tedesco	99
10	Kyle Cunningham	96



NEARLY MAN!

ROCZEN CAN'T CLOSE THE DEAL – YET!

Ken Roczen is a fast-starter and an amazing talent but the reigning MX2 world champ is having a bit of trouble in the talent rich AMA field. Where he used to be able to pull out a lead and cruise to victory, in the USA he has to deal with some relentless competitors – primarily Blake Baggett, Justin Barcia, and Eli Tomac.

In Colorado he loses second place to Barcia on the last lap while Baggett runs away with the lead but even worse than that is the last three motos run prior to this issue going to print Roczen has been out front in every one of them but has only ended up finishing second, third and second.

At High Point he loses the lead to Tomac on the last lap of moto two after a late-race tipover puts Tomac within striking distance with just three laps to go. Roczen basically led every lap except the one that counted.

He leads the first 11 laps of the first moto at Budds Creek before losing the lead with about five laps to go and eventually falls back to third behind Barcia and Baggett. And then in the second moto Roczen not only leads every lap from the start but he pulls out an almost 10-second lead. But Baggett hunts him down with four laps to go and passes him immediately to walk away with the victory.

Roczen definitely has the speed but does he have the fitness and/or determination to hold off the late-race charges of his rivals? If he does he's not proved it yet...

BELL-IEVE THE HYPE!

IS ZACHARY BELL GONNA BE THE NEXT BIG THING?

Yeah 'Bell-ieve the hype' is a corny as hell headline but the latest of Factory Connection's amateur standouts Zachary Bell is getting close to making his pro debut and we should take some notice, if not 'make some noise'. We recently caught up with him while testing out at Glen Helen and he was on it. Normally it's kind of tough to tell the speed a kid like him has on a 'Thursday Practice' at Glen Helen but in one session he slowly but steadily pulled away from KX450F-mounted Broc Tickle who went 2-2 at the Budds Creek National in the 450cc class. Bell will make his debut after Loretta Lynn's. You'll be hearing a lot about him then.



AMERICAN IDIOT

RISKY BUSINESS!

THANKS TO A LOT OF HARD WORK AND A LITTLE BIT OF LUCK KTM'S US GAMBLE ACTUALLY SEEMS TO BE PAYING OFF...

Photo and words by Steve Cox

Coming into the 2012 season there were quite a few doubters on both sides of the Red Bull KTM/Ryan Dungey deal. Some people thought Dungey was an idiot to sign up for a team that had never had any notable success in the AMA 450cc class. Others thought KTM was crazy to spend a ton of money on Dungey when it seemed obvious that Ryan Villopoto, James Stewart, Trey Canard and Chad Reed were all – depending on the person stating their opinion – superior racers and Dungey wouldn't do much in the way of winning in 2012.

As a realist I wasn't stating an opinion one way or the other about whether or not it would work or why but stating that it was possibly a lose/lose, or at best a lose/break-even for KTM and a win/win for Dungey.

The reason for this was Dungey's switch to an unproven 450cc program. After having so much success on Suzukis, if he failed people could easily – and probably would – blame the bike. If he succeeded people could – and many times would – give him credit by saying that he's so good 'he can even win on a KTM'. That last one is the break-even scenario for KTM.

But five rounds into the 2012 AMA 450cc Nationals and Dungey is basically the last man standing. Isn't that the name of a Red Bull-sponsored event? Hmmm...

Now this isn't to discount guys like Mike Alessi, Jake Weimer, Andrew Short, Brett Metcalfe, Broc Tickle and all but the reality is that none of these guys has a National Championship. Not one. Canard has one. Dungey has three. Chad Reed has three. James Stewart has five. Ryan Villopoto has six. When you take them out of the equation the champ is almost a foregone conclusion.

And when the outdoor championship started out it looked like Stewart was going to turn five titles into six as he won the first four consecutive motos before taking a digger in Colorado while

leading and injuring his wrist. With Stewart now out for an indefinite period of time – and Reed never making the call outdoors along with Villopoto and Canard – Dungey absolutely should win the title. And since Stewart's departure Dungey has made a solid case for himself winning the last six motos in a row.

One thing that Roger DeCoster knew he was getting when he hired Ryan Dungey was a very determined, very consistent racer. In fact he may be the most consistent racer on the planet today. His outdoor scores through five rounds are 3-2, 2-2, 1-1, 1-1, 1-1. Indoors this year on the unproven KTM that had never been raced in supercross his scores were 3, 1, 2, 4, 4, 3, 2, 1, 2, five rounds off with a broken collarbone suffered while testing, 6, 1, 1.

His two fourth-place finishes came behind Stewart, Reed and Villopoto in some order. Actually, if you throw out his sixth-place finish from Seattle where he made a very un-Dungey-like error and fell in a weird spot early in the main – it was his first race back from injury – he has not been beaten by any racers besides Stewart, Reed and Villopoto all year.

His outdoor season has turned his way in part due to injuries but don't lose track of the fact that a huge part of his fortune is his own lack of injuries. Throughout his career this has been a strength.

And when Roger DeCoster was building his 2012 Red Bull KTM squad he knew he needed a solid, fast, consistent rider who had the speed to win races and titles heads-up against the best in the world. Ryan Dungey was probably the only guy DeCoster was ever even thinking about. Now DeCoster looks like a genius – even more so than before – Dungey looks like he's still riding his Suzuki and KTM is looking like they're going to pull down their first-ever 450cc title in the USA.





DANGEROUS

DUTCH OVEN!

DUNHAM DOES HIS BEST NOT TO GET BAKED IN HOLLAND – ISN'T THAT WEIRD?

Words by Lee Dunham Photo by Sutty

Cancelled! That seems to be all I've heard these past few weeks. It's July and I've only had three major races. It's pretty bad but what can you do?

Last time I wrote we had the Czech Republic round of the IMBA championships. I finished fourth there and I've just got back from Oss in Holland where we had round two. It was tough, pretty rough, very wet and single-lined where sidecars had dug trenches everywhere! The going was a bit sandy but nothing too deep to be honest, kinda like Hawkstone Park and that same colour too.

We got there on the Saturday morning and by midday I'd walked the track and to be honest was thinking it needed watering. That soon changed as Saturday night came. It started raining and didn't stop until our bikes were put back in the van and it was time to go home!

In the IMBAs we have a free practice session and a timed training session. Free practice went good and my timed practice went well. I posted 10th fastest which gave me a good choice of gate position for the remainder of the day. First race we were all sat in the waiting zone and it was hammering down – one of those moments when you're sat there and you're wishing they'd blow the whistle and get you all lined-up and racing. It was freezing!

I got a terrible start but managed to claw back up to 12th at the flag. I could see the Dutch guys not so far in front and was on a similar pace so it kinda gave me some hope for the next race. When it came Lee Payne, a German dude and I were on a mission. It was such a fun race. We didn't have the best of starts but we all came through well. Payne dropped it over a jump in the last few laps and the German dude landed on him so I hope he is okay!

The last race went out after the sidecars and the track was hanging – it was still raining too! Sidecars are like tanks and rip up stupidly big and deep ruts. Once you're in them it's so tough to get out of them and you spend all race getting roosted from the guy in front! I got a good start and rode to my best result – 10th. We drove back that night, it was hard staying awake but I

finally pulled up at home at around 4.30am with work at 8.30am – I was absolutely hanging all day in the office! Now I'm fifth in the standings with the next round at my home track at Nympsfield on July 15 so I'm hoping to claw back some big points there!

We've had the first AMCA championship round at Long Lane too. The last time I was there I was watching James Cumber back in the day. I couldn't remember the track at all but it looked to be prepared pretty well so I was looking forward to the racing. I kicked off my meeting with the chain snapping within two corners of timed training. Three horrendous starts made it a hard day but I rode pretty good to finish second overall. My bike was awesome all day and so was my fitness. I just need to work a lot on my starts and I need to get those sorted before more rounds go the same way. It was good to have Factory Bob from LPE Kawasaki and Katy from CTI knee braces there giving me some valuable support.

I've been doing a bit of sand riding recently mainly due to the horrendous weather and tracks not able to open for practice. I've been at FatCat a bit putting some laps down with Gary Brown and Ray Rowson. I've had some cool times training just lately and having a blast too. After a huge goonin session – which was basically Ray riding normally – we made a left-handed circle rut!

We decided to do some one-handed bar-dragging attempts. Brown only went and ripped his radiator clean off on his first attempt! If there was a crowd they would have been Mexican waving for sure! After all that he did actually manage to ride the circle rut with one-hand scraping the floor – he celebrated with 20 chicken nuggets on the way home...

I now have a two week break before my next big race at FatCat for the AMCA MX1 Champs so that will be fun and then the following week it's Nympsfield for the IMBA. I'll be training lots and trying to get my head down with the team so I'm ready – I wanna win!

dirtZone

GREAT SWAG UP FOR GRABS

Every month we trawl our dirt bike-devoted social networking site for your comments, insight, vids, pics and anything else that might makes us laugh. It's your bit of the mag so get on it! Sign up at www.dirtbikerider.com and get posting to bag yourself some prizes! There's 5,000 loyalty points for every post we publish...



HOT TOPIC

Connor Casey from Patrick posted a humble but interesting quandary that you can read below. As you can see the gist of the responses is pretty much give it go and see how you get on! Connor wins a pair of Etnies, some Muc-Off and 5,000 extra loyalty points!

Connor Casey: "Is there an easy way to switch from motocross to enduro?"

Jordan Lilley: "The only way to become good is to practice. Practicing trials techniques will help a lot as trials riders find enduro easy."

Connor Evans: "Just ride! You'll get the hang of it after a while."

Daniel Osullivan: "Trials is more beneficial for extreme enduro. Ordinary enduro doesn't need it that much."

Brendan Griffiths: "Best thing I ever done was switch. Just give it a go and see what you think. Don't need a trials bike but it does help with balance and riding over logs and stones etc."

Holly Ellis: "Don't switch!"

DIGITAL VAULT

By popping into the DBR Digital Vault it's possible to travel back five years in time and read our **August 2007** edition for free! Just like this month's issue that you're reading now Tony Cairoli featured on the cover and inside we had a feature on the speedy Sicilian as well as a look at the Red Bull Romanians and British FMX star Chris Birch. We also shared the good news that young gun Tommy Searle had won his first ever MX2 GP moto in Sweden. Rock on Tommy...



POLL OF THE MONTH

Tempted as we were with the idea of going with "Who do you think is going to win the Girls X Games?" we settled on **Jack Peverley's** question "Who is your favourite MX rider of all time?" 'Other' came out top answer with Stefan Everts pipping other suggestions for McGrath, Searle and even Jamie Dobb. Jack wins a **Renthal Softshell jacket**, some **Muc-Off** and **5,000 loyalty points**.



MEMBER OF THE MONTH

Warren Treggiden steals this month's member award not just because he's 61 years of age and hanging out with the kids on **dirtZone** but because of his sheer dedication to the cause of club racing. Check out his vast library of photos. In the meantime Warren you can grip, rip, rip n' grip with some new **Pirelli** tyres and then clean them again with some **Muc-Off**. What you do with your **5,000 loyalty points** is up to you!



PICTURE OF THE MONTH

My five year old nephew Jacob got your latest magazine the other day and was made up with the sticker pack that came with it! We get near enough all your issues so we're not short of few random stickers around the house! The other day we were out shopping and ended up going in the Lego store. We came across some motocross related stuff – one was a caravan and car and the other was a jeep with a trailer and two dirt bikes so instantly we thought we must have them! When we got to the end of building them we found that the standard stickers that provided were just useless so we tricked it up a bit! Hope you guys like what you see!

Liam and Jacob, via email.

If your **dirtZone** post appears on this page you'll win a one-litre bottle of **Muc-Off** bike cleaner – unless you live outside Britain in which case we'll send you some of **Muc-Off**'s brilliant brushes and dirty work wipes instead...

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BLARNEY

HIC, HIC, HOORAY!
DESERTMARTIN NOT ONLY HOSTS A ROUND OF THE MAXXIS BUT A DRUNK ASS STEVIE MILLS AS WELL...

Words by **Stevie Mills** Photo by **Sutty**

Over a month's rain falls in the three days leading up to the Maxxis round at Desertmartin and cast a dark shadow over whether Ireland's premier motocross event would even take place. Quite simply put if it were not for the skill and endless hours of work put in by the Cookstown Club members then the show would not have happened – such was the damage caused by Mother Nature.

Against all odds the Porter's Pit venue was in prime condition to showcase motocross racing at its best come Sunday morning. The efforts of the club workers were matched on the track by those of our local riders – many of whom recorded personal best British championship race results at this year's event.

Many spectators had written off this event taking place and had made alternative arrangements due to the monsoon-like weather on Friday. Luckily the sun came out and by late Sunday morning it was clear that the car parks were filling up fast!

The atmosphere and anticipation hung in the air as this year the Irish fans knew two local lads had realistic podium possibilities – both Martin Barr and Graeme Irwin were definitely up for the challenge in front of the home crowd.

The first MX2 race set the pace for the day and the cheer of spectators could be heard over the thundering four-stroke motors. Lap after lap Irwin nibbled at the rear tyre of Elliott Banks-Browne only to drop the Emberton Yamaha two laps from home. Graeme remounted and claimed second place behind Elliott while Dixon Yamaha's Mel Pocock was also picking himself off the ground to claim third. French ace Steven Lenoir and Tyco Suzuki mounted Stuart Edmonds filled out the top five.

A mistake on lap three put paid to Irwin's race winning ambitions second time out – he remounted but was unable to close down the leaders. Pocock stole the show again from Banks-Browne and Lenoir with Stuey going one better for fourth and Irwin a disappointed fifth.

Moto three was another Mel Pocock affair with Bryan MacKenzie blasting to a fine second and proving his worth on Darren Wilson's Rockstar KTM. Lenoir bagged third ahead of

Neville Bradshaw with Irwin fifth yet again. Overall while it was a good day for Mel Pocock, who enjoyed the top step of the podium for Steve Dixon's team, Irwin was disappointed not to do better in front of his home crowd.

The MX1 class has served up some of the best racing seen in the UK for some years just lately and Desertmartin was no exception with KTM UK's Kevin Strijbos producing a fine display of sand riding at its best taking three moto wins as he edges towards his first British MX1 title.

A first corner crash with Gary Gibson ruined Stephen Sword's day on the Tyco Suzuki and definitely damaged his Maxxis title aspirations. Desertmartin served the Scotsman a plateful of grief for yet another year. With one half of the TAS camp in turmoil it was down to Martin Barr to fly the flag for Philip Neill's squad. And what a result it was. Carding 2-2-3 on the day secured Martin his first trip to the Maxxis podium this season.

John Meara raced his TMC Honda to 20th position scoring his first British Championship point of the season – John is currently leading both the Ulster/Irish MX2 and the Under 21 championships. JAR Honda rider Wayne Garrett was a reluctant spectator at Desertmartin – a broken collarbone sidelined the multi-Irish and Ulster Champ. Wayne should be back in the saddle for the next Ulster round in a few weeks to carry on his winning run from the Dundalk round of the series. He currently leads the points table from Gary Gibson and Richard Bird at the halfway point in the championship.

Although bruised from his first lap crash Gary Gibson recovered well enough to score 14th in the second race before finishing the day with another big off! Southern centre ace Michael Mahon impressed VMX KTM boss Graeme Vigors by carding 18-18-21 results against some of the fastest riders in Europe. Gordon Crockard's return to the British Championship arena was unspectacular to say the least though. The former British champ punctured in race one, retired from race two after a couple of laps and didn't start race three.

See you trackside.

Stevie
dirtbikerider 27



ZETA STINGRAY HANDGUARDS

Used by the factory HRC race team in Japan these Stingray vented handguards from Zeta offer the ultimate balance between coverage and coolness. The guards come complete with all the necessary mounting hardware and are multi adjustable too so, no matter how strange your lever set-up is you can make 'em work for you. Available in every colour you'd ever want – unless you're way out there like Laurence Llewellyn-Bowen – Stingrays are definitely at a dirt-bike dealer near you now!

Price: £29.99

Supplier: madison.co.uk

Contact: 0870 034 7226



REPLAY

XD1080 ACTION CAMERA

The Replay XD1080 is one of the smallest and most rugged action cameras available on the market today. With a 135 degree wide-angle lens and 1080p recording capabilities all packed within a weatherproof aluminium housing. This easy to use camera is ideal for anyone who likes filming themselves getting dangerous POV-style. We're currently putting one through its paces so look for a full test in DBR real soon...

Price: £299.99

Supplier: purelygadgets.co.uk

Contact: 0207 473 6771

ANSWER

SKULLCANDY RACEWEAR

Every once in a while something will come along that makes me stop and say 'I need me some of that action' and this Skullcandy racewear from Answer is definitely reaching out and touching us in such a way. Super-stylish thanks to the hook-up with the world's coolest headphone manufacturer and super-tough, super-functional and super-sweet fitting thanks to Answer's experience in making moto clothing. If you get some of this swag how can you lose?

Price: Pants £124.99 Jersey £34.99

Gloves £24.99

Supplier: apico.co.uk

Contact: 01282 473190

ALPINESTARS

OCTANE GLOVES

Featuring a hybrid Airprene, mesh and Cordura construction the Octane hard knuckle glove from Alpinestars is rugged, lightweight and well ventilated which makes it ideal for riders who like to rattle their hands off trees, posts, rocks and the like.

Price: £49.99

Supplier: alpinestars.com

Contact: CI Sport 01372 378000



KENNY RETRO RACEWEAR

Bonjour! Fresh out of France like a boatload of baguettes is this retro racewear from Kenny. While the look is old-school as owl, the technology is bang up-to-date so while you may look a little like Jean-Jacques Bruno you'll actually be equipped to scrub it like Cedric Soubeyras – sweet huh? As an added bonus the Kenny Carbon helmet finishes the ensemble perfectly – c'est magnifique!

Price: Carbon helmet £289 Pants £70

Jersey £30

Supplier: brpimports.com

Contact: 07973 962783

ROCK OIL

OFF-ROAD LUBRICANTS

Rock Oil's range of super-slippy oils and lubricants are refined for racing and have been tested at the highest levels by the most testing of riders like Brad Anderson, who won three national titles last year on Warrington's finest.

Price: Synthetic 2 Racing £12.50

XRP Off-Road 10W40 £11.95

Lite gear oil £7.95

Supplier: rockoil.com

Contact: 01925 636191

O'NEAL

ELEMENT BOOTS

Proving popular at dirt bike dealers around the country right now are these O'Neal Element boots that feature many of the, erm, features of footwear costing twice as much! Made out of bona fide leather and featuring a bonded soul, an adjustable closure system and extensive amounts of padding as well as support these boots are a basically a bloody bargain!

Price: £134.99

Supplier: fidistribution.com

Contact: 0161 304 8555



AIROH**AVIATOR 222
CAIROLI REPLICA**

Airoh Aviator helmets are the skid lids of choice for MX1 world champion Tony Cairoli and if that's a good enough endorsement for you then you'll be glad to know you can pick up one of your own from Airoh's new UK importer Malcolm Rathmell Sport. Coming in a whole range of colours – including this 222 Cairoli replica – the 950g multi axial carbon and Kevlar shelled helmet offers the highest levels of comfort and safety and comes complete with a spares kit.

Price: £415.00

Supplier: mrs ltd.co.uk

Contact: 01423 772885

APICO**PERFORMANCE+
GEAR PEDAL**

Rubber-tipped like the unobtainium factory Honda numbers, this forged Performance+ gear pedal from Apico is trick and cheap enough for you to pick a pair up from your local dealer – one for your bike and another to keep in your toolbox as a spare because you just never know when some spode is gonna t-bone you and rip that gear-changing sucker right off, no matter how strong it is. Go on, you know it makes sense...

Price: £19.99

Supplier: apico.co.uk

Contact: 01282 473190

ALIAS**MX GOGGLES**

It's not often we get a brand-new new product in Stuff but these Alias goggles are actually world exclusive fresh.

Price: £45

Supplier: aliasmx.com

Contact: 0870 243 8817

**PRO TAPER****METAL MULISHA
GRIPS AND BAR PAD**

FMX fans will be glad to know that the full range of Pro Taper's Metal Mulisha grips, bars and pads are now here in the UK. Made to the same high standards as all Pro Taper products in the MM range, there's also a sweet Skullcandy series on its way n'all – 'tis sure to stand out...

Price: Grips £9.90 Bar pad £15.00

Supplier: apico.co.uk

Contact: 01282 473190

**DC
CASUAL CLOTHING**

According to Wikipedia 'DC Shoes' is an American company that specializes in footwear for extreme sports, skateboarding, snowboarding as well as snowboards, shirts, jeans, hats, and jackets. That's all well and good but The Bear's expert opinion is so much better – 'they are the dopest threads around today, innit G?'. What does that mean exactly? I have no idea but I do know that Freestyle Xtreme have massive stocks of DC Shoes' full line that you can see and buy online at www.freestylextreme.com right now...

Price: see website for individual prices
Supplier: freestylextreme.com
Contact: 0117 304 9561

**KRYPTONITE
SECURITY PRODUCTS**

Tried and tested on the mean streets of New York the 90cm long Kryptonite Legend chain is made from triple heat-treated boron manganese steel for ultimate strength while the padlock that accompanies it is a hardened double deadbolt number that defies bolt cutters, saws, hammers and chisels. Pair the Legend combo up with a correctly installed Stronghold anchor and you've pretty much got one of the best security systems that money can buy.

Price: Legend chain £169.99
Stronghold anchor £69.99
Supplier: madison.co.uk
Contact: 0870 034 7226

O'NEAL**7SERIES HELMET**

With a lightweight, well vented and aggressively styled polycarbonate shell this O'Neal 7series helmet looks awesome and you'll be pleased to know it's super functional n'all meeting all safety standards and coming complete with a removable and washable liner. Sweet.

Price: £129.99
Supplier: fidistribution.co.uk
Contact: 0161 304 8555





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AVAILABLE
FALL 2012

RUI, RUI, RUI!

LEADING HONDA RIDER IN 2012, THE PORTUGUESE MAN-O-WAR HIMSELF RUI GONCALVES TALKS TO DBR ABOUT RIDING FOR HONDA, TRAINING, INJURIES AND THAT ISSUE WITH THE LAW...

Words by JP Photos by Sarah Gutierrez

It's hard not to feel bad for the guy when one day he's telling you "Yeah, it's coming back good" and "the weekends for sure are going to be better" and two days later he's laying at the side of the track with a broken rib.

27-year-old Rui Goncalves had a pretty sharp rise up the rankings ladder in MX2 to quickly be knocking on the door of a world title in 2009. He finished up that year second behind his Red Bull KTM teammate Marvin Musquin. Stepping up with the big boys in MX1 the following year was a tough one for the Portuguese rider. Missing the first two rounds through injury never helps but things did begin to come good from the midway point – which might not have been enough to convince KTM but was good enough to impress the biggest and reddest motorcycle manufacturer in the world – there aren't too many people in the world can call themselves a Factory Honda racer.

Riding under the Italian Martin

Honda team's wing it's fair to say when Goncalves first got aboard, the CRF450R was not the best bike in GPs. The battle was always going to be hard in the face of KTM, Suzuki and particularly in 2012 from Kawasaki. Which is not to say the Martin crew aren't a very professional outfit but at GP level these days you need that extra mile. With Honda Europe and Japan putting more and more resources into the bikes (most of the benefits of which we'll see in the 2013 bikes), the 'package' as they say, is coming good. For Goncalves that 'package' is important and it's one he's more than happy with.

2012 has been an eventful season for Portugal's main MXGP man though. A dislocated shoulder in the off-season stalled winter training before ligament damage to his knee further hampered the first races of the year. Then a thumb injury at round four in Mexico literally stopped him from getting a grip on the year and only added to the pain.



profile

*The Little Red Ruister
gets busy roosting*



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For the otherwise quiet guy away from the track these set-backs took some beating physically and mentally and it's fair to say the results in 2012 have been a tad on the quiet side to match. But that's the thing about bike racing, unless someone's bleating about their woes on Twitter every five minutes it's hard to tell exactly what's going on when you just look at results.

There's also a small matter of a post-race handbag session with super-sub Jamie Law in Portugal. Jamie may not have known quite who he was muscling past on the last lap (it was just another rider – see separate story on P94) but in reality it seems neither of them really knew what the other was on about and tempers flared. With the added expectation of his home fans on his wonky shoulders, things simply boiled over in the

Agueda heat. That Rui lost the plot on live TV may have been the only reason it became an issue at all. If it'd happened away from the cameras out the back of the pits (like it often does!) we'd likely not be discussing it. But it did so we had to ask.

That aside things were starting to look good until we caught up with him, asked how's it going and cursed the hell out of his trip to Belgium! The pains were beginning to subside, results starting to come and the bike was feeling good he told us. The FIM slap on the hand for the 'handbag issue' in Portugal was a chance to wipe the slate clean and begin the second half of the season afresh. Then Rui went and smashed himself in pre-qualifying at Bastogne and fractured a rib. We didn't mean it honest!





ONE kit colour matches the Martin CRF nicely but how does he keep those whites looking so white?



DBR: You're top Honda rider in GPs at the moment, it seems an obvious question but are you happy with being a factory Honda rider?

RG: "Yeah, you know for sure. It's been two years now I've been in the Honda World Motocross team and it's a big step for me. It's a big project involving Japan, Honda Europe and team Martin so it's a big effort. After so many years Honda has put really a lot of effort into this team and I'm really proud of this project. It's going well."

DBR: Does that mean more effort from Honda now than perhaps a few years ago?

RG: "Oh yeah definitely, everyone can see that Honda has come back to GPs in a big way. I mean it shows in the bike, we have a really good bike and the team is great to be with I am really confident. We did some good testing for the new bike and everything is looking good."

DBR: Are there any areas where the CRF can improve then alongside its rivals?

RG: "Well, yeah, you know there are always areas where we can improve. This is a mechanical sport so there will always be areas where we could be better. We did a lot of testing in Japan last year and I know there are still some new things to come but we have a really good bike and I am happy that every weekend I am doing my best and I just continue to do that. I had some problems at the beginning of the season with some injuries but we're coming good now and I hope some things can turn around."

DBR: What were those problems, can you list them?

RG: "Sure! In the winter I dislocated my shoulder and then at the beginning of the season I ruptured the tendons in my leg and then in Mexico I dislocated my thumb and these are things which put you out of your own programme for the year and puts things off track. It means you just can't do things properly in the week to train. But now things are slowly getting into place and I feel good every weekend now." >>

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Sometimes I still get a little bit of pain so that is a little disappointing when you're hoping to just get better and better but yeah, I think sooner or later we'll be back on top."

DBR: Are there particular times when it is more or less painful to ride?

RG: "Yeah, the harder times are on the landing of the jumps and on the braking bumps. Sometimes it just hurts like a sharp pain and then my leg is sometimes hurting on right hand corners but it's getting better I just have to get used to the way I ride. Sometimes I just don't get the leg out I just keep it back and adjust my riding style."

DBR: But it's coming back now?

RG: "Yeah, it's coming back good. It's important that I can start slowly to get back to my normal programme of training during the week and when I can do that then the weekends for sure are going to be better."

DBR: Are you based up here in Belgium like a lot of riders or back in Portugal?

RG: "No I ride a little bit everywhere during the season. So right now there's a GP in Belgium in the weekend so we're up here but we try to change around to try and get used to different tracks and different ground you know. But I stay pretty much around the centre of Europe."

DBR: So for the rest of the year with nine rounds left, are they all good tracks for you? Are there any tracks you're looking forward to?

RG: "Yeah there are some good tracks coming.

There are a few which are new so nobody knows them, like this weekend in Belgium and Russia. But there's Lierop coming which is a good one, really deep sand and I really like there so I'm hoping by then to be back in my normal programme in the week so I can be good at that weekend. But to be honest I just look to every track the same you know? It's a championship so every round has the same amount of points so I just try to do my best every weekend."

DBR: Is that how you approach it mentally, each week is a different week kind of thing?

RG: "Yeah this is the motivation during the week to work towards that weekend. I come home from a GP and have a break and then get prepared for the next one. This is the motivation, what keeps you going, getting prepared and that's the goal to get better and better, to train and do my best at the weekend."

DBR: Are there particular areas you are working on more?

RG: "Yeah, it's fitness and then riding on the bike technique training. I'm working in all areas really, some of it is technique training but obviously it is a really physical sport so you need a lot of physical training. But at the end of the day the sport is on a motorbike so the best training is on a bike for some technical stuff and some physical fitness. It depends which week and which track."

We adapt quite a lot depending on which track is coming. So if it's hard pack track we're training in the hard pack if it's sand then obviously the training is on sand."



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DBR: But it's always your on-bike training that you adapt not the off-bike stuff?

RG: "Yeah pretty much but it depends a bit on how I'm feeling but I have a trainer and follow a programme. You know a big part of that is to rest, you know the way I feel is most important thing and there's no doubt about it rest is important. And I watch my food and basically do everything that I can to make myself the best I can."

DBR: So for the rest of the year do you work towards a goal? Do you have in your mind to work to a particular position in the championship?

RG: "At the moment no. There are still nine rounds to go and for now the best thing is to be consistent and get good positions consistently. If this happens I'm sure I can improve in the championship. But I don't have a particular goal I just want to do my best and try and finish as high as I can."

DBR: Silly question time. This morning when you were getting dressed you looked like a shiny pin, how do you keep your kit so white and clean – what washing powder do you use?

RG: "Ha! Yeah I do wash my own kit but

because it's white we have to pretty much every time jet wash it straight away at the track to get the mud out best you can. Persil probably. She does the job! The hard places are where the mud is like orange coloured, like Portugal and Brazil. It was really difficult to get it white."

DBR: Speaking of Portugal there was a bit of issue at the end of the race there with Jamie Law. Do you want to talk about what happened there?

RG: "Well, you know I kind of want to move on from that. It's done, it's past and it's time to move on and stay away from all the talking. I shouldn't have done it but now it's too late and we can't go back. It went to the jury at the FIM and it's all sorted, it's all clear. Now it's finished, all sorted and no problem for anyone. I've been racing for ten years in GPs and never had a problem and it was like over the limit and... (makes a hand slapping gesture) then it just happened and you can't go back. So I have to stay away from trouble and do what I love to do best and that's racing. If I keep answering everyone, and how I feel and when and what I just can't handle that and then it's best...like I said I regret I've done it and we just need to move forward."





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X DREAMS!

WAKKER'S DREAM OF BEING AN X GAMES ATHLETE ALL RESTS ON THE RESULT OF JUST ONE RACE – WILL HE WIN BIG OR FOLD LIKE A FOOL IN LAS VEGAS' ORLEANS ARENA?

Words by Geoff Walker Photos by Eric Narvaez

Sometimes dreams and aspirations are the only things that keep us going. Throughout my life and magazine adventures I've been lucky enough to travel all over the world riding, spannering and racing dirt bikes sometimes in the awesome company of legends like Kaptain Lawless, SuttDawg, Spodey, Robino, J Stumps, Irish Stu, Philip the Coulter, Keith 'KP' Patstone, Fordy, The Bear, Uncle Dinham and The Mayor of Neva Rite...

Every adventure is like a dream come true even though most are planned on the spur of the moment and usually a little chaotic. That said on my recent American race trips there has been a whole new level of organisation due to a fine human who goes by the name of Scotty Denison.

The USA crew of Team Denison, Eric Narvaez and Eric Peronnard all helped in getting me to the final round of the AMA Endurocross series last year and as the first round of the 2012 season approached it was time to get the flight booked and get over there for some intensive riding and training before hitting the track in my most favourite of venues – the Orleans Arena in Las Vegas.

The story goes a little like this. I've been training and working my butt off to get into shape so I can live out my dream. That dream is to ride at the 2012 X Games in Los Angeles. Basically, I was given a wildcard ride earlier in the year which was an awesome thing to happen and I was absolutely over the moon to be given the chance. To say this was a big opportunity would be an understatement because after almost losing the use of my left arm last year I have been working hard to get everything operational again. A second chance so to speak...

As you can imagine I was very excited and very nervous about being offered the ride but I couldn't just leave it at that and bask in the glory of making it to X Games. That would be way too simple and, me being me, I had to try to prepare as best I could. Preparation after all is key.

With no endurocross series going on here in Europe once the world indoors had finished in Barcelona the only way to get better in this ever evolving sport was to get out there and race with the very best. That meant heading Stateside to take part in round one of the AMA championship.

Rounds one and two count as X Games qualifiers and when I spoke to promoter Eric P he basically laid it on the line – if I raced Vegas I had to perform and get some good results or my X Games ride would be in jeopardy. No pressure then. I could have missed Vegas and concentrated on X Games as a one off but f*ck that – if you're going to improve you have to race at the

highest level. End of.

Showing a new serious side I started training hard and even had my flights booked nice and early so I could ride a couple of times in America before the race itself. Dirt Rider magazine's Chris Denison hooked me up with a Husaberg 300 for the event and from the moment I landed Stateside it was on.

Straight away Scotty D and I hit out two great days riding at Glen Helen with Mike Brown, Taddy Blazusiak, Cory Grafunder and a lot of other pros who were there putting in the laps. It was daunting at first – these guys make their living from endurocross and the pace at their regular training track was high. After slowly finding my feet, the dirt and then my man-up sack I began to find some pace.

The 300 was running great although the suspension was a little on the soft side. A more supercross style setting is now required for endurocross as the pace is way higher than ever before and there are more jumpable sections where zip from the motor and firmness from the chassis are required.

We kept the long trail silencer on the bike and the only other change I made was to fit a soft mousse into a Michelin rear tyre I recovered from Scotty's bin! I like a worn out tyre for these occasions and as I didn't have my preferred Metzeler with me the used and abused Michelin would have to do just fine. With the bike fully prepped and looking great in all of its Evoke Concepts glory the #777 machine was loaded up and en-route to Vegas in the Team Denison machine.

>>

Things are about to get very serious for Wakker





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The Orleans Arena Endurocross track sure is a tight 'un



Scotty D showing the way and relaxing the tension



Endurocross honcho Peronnard okays Wakker's sign writing skills



Wakker making the loaned 300 'berg work for its life under the Vegas lights

To make an already epic adventure take another step up, there were a few team members coming out to the States to watch, help, support and take the p**s. Team ISO2 were heading straight to Vegas to catch the action and Stolen BMX and XXX Demo supremos Anthony and Glenn Revell flew into Los Angeles which is where I hooked up with them. From there we drove out to the city in the desert to get signed up and ready for the next day's action...

Nerves are a funny thing. They can sometimes get the better of you and they had a tight hold of my nuts all morning long while I waited around for my afternoon practice and hot lap session. A programme of qualifiers runs flat-out all morning before the pro class practice sessions, so there's always plenty of action going on.

Watching from the seats is okay but you never have an idea of the difficulty of this sport until you are down there and in amongst it. I just wanted to get out there and get some laps under my belt. I felt worse than ever with my nerves and this burns energy. The pressure of knowing I couldn't afford to mess this up was getting to me so I was happy to get on to the slippery watered track for my first five minute session.

The track needed to be dealt with straight away and I knew I had to clear the fast log doubles within the first lap or two. Trouble was I didn't feel confident to hit them as I was already bottoming out the 'berg and the session slipped away with one last crash coming out of the matrix just about topping it off. The fact that my man nuts got caught in the spinning back wheel added insult to injury – or vice versa!

Low in confidence and wondering where my early week pace had gone I tried to fix it up in

the next session. That was a slight improvement but still way off what I wanted. The hot lap came around and as usual all 36 pro riders lined up for our individual shot at the qualifying lap.

It was at this point I realised how much of the track had to be jumped. Every log section was being doubled or tripled but there wasn't much I could do now. I put in a pretty smooth lap until I had a full-on stoppage in the matrix within metres of the flag. Having to reverse up mid hot lap makes for a loss of time but although I felt shit on the track I still managed 25th place. That was pretty good considering I was walking like John Wayne and didn't double one section of track.

The afternoon work was done. I knew I wasn't riding well due to my support crew of G Man, Revs and The Mayor of Neva Rite not hanging around much afterwards! I sat on my own trying to work it out but there was nothing else for it except to try to stick to my plan of staying smooth during the night show and letting the races develop.

The build-up to the race is great and the Orleans Arena holds a great atmosphere. With AMA Supercross in town the same weekend the stars of that sport were out in force to watch the endurocross action so it was time for us all to deliver the show.

I was in heat two and as usual I had Taddy B in my heat race. Great! The start was outside the arena so we left the gate then turned into a fast 90 degree left-hander before entering the main arena. I pinned it out of the start and hooked a left to follow the fast guys into the first log section. The heat – like every other race I have done indoors – turns into a blur as there are no prisoners taken. Every position is vital for >>

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**Geoff goes feet-up
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gate position in the semis so even if you aren't going to win the heat the battle is on until the flag drops. I found myself riding around instead of racing the track but a few bar bashing moments and a crash started to wake me up a bit – I even took out Taddy on the last lap.

The event runs at a great pace and there's no time to relax once things get going. I had to get loosened up and ready for my semi final. I was aiming for a top finish in my semi to try to qualify through to the final and my X Games dream. My pace was way off so it was time to pull the finger out and try to make the bike work harder in its strong areas while just pushing as hard as possible on the sections of track where I lacked confidence to go for it.

For the semi final the only two European riders in the pro class – that's me and Taddy – sat side-by-side on the inside two gates. He didn't say anything about my take-out in the heat race but he had more issues to worry about than that as he was way off from his usual level of dominance. I was pumped to get the inside gate as it meant I'd be well away from the carnage on the outside of the turn. The gate dropped and Taddy cut me off pretty hard but I still came out of the first turn only a couple of bike lengths behind.

The battles began again but this time things were different – I'd loosened up a bit and everything was starting to flow and the track seemed totally different now. I stayed feet up through the matrix and was finding everything much easier. On the second lap I pumped into and over the fast log double. The bike bottomed and protested but the time difference and energy saving was unreal. I was at last racing again and it felt good.

Battling with Aussie ace Josh Strang was cool and we were running a similar pace now. I was in seventh place but I needed top five. Strang crashed in the downhill rock section and I made the pass for sixth – if things kept going like this I could hopefully sneak a top five.

Going into the final lap I wanted to hit both log doubles on the fast straight so I pre-loaded into the first log to get the extra height I needed. What happened next is a bit of a blur...

The bike bottomed hard and as soon as I took off I started on my merry way over the handlebars. My front wheel nosedived into the second log and my head slammed the dirt while my feet carried on over – still tangled with the bike. I think my heels must have hit the back of my helmet as the last thing I remember before the lights went out was a crunching sound coming from my neck and one last thought – no X Games for me!

I came round to the faces of the track crew who were peering into my goggles and asking if I was okay. I was winded badly but I was more concerned to see if my hands and feet would move. They did so I got my ass up and off the track so they could get on with the show. That was the worst crash of my many years riding but I had kind of gotten away with it.

My dream was over and all the work towards it seemed like a waste of time – or it did at the time. It's not of course and although the X Games will happen without this Ulsterman I took the chance to go and better myself instead of taking the easy option. It's what we do here at DBR – we take it to the world loud and proud (that explains the moustache then – AS) and give it 100 per cent!



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**Dazed and confused.
Wakker's mental state
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Schafer takes temporary
charge of DBR testing
duties, to good effect!

Breathtaking!

**The 2013 KX450F literally took our head
MX tester's breath away and the new
250 ain't bad either...**

Test by Christian Schafer Photos by Redeye

Everyone thinks the life of a DBR tester must be frickin' awesome. Grab yourself a spot on the test team of the UK's leading dirt bike magazine and you get to fly coach class to exotic locations and test the latest off-road offerings from the leading manufacturers while wearing brand new kit – what's not to like, right?

That said our head MX tester Ed Bradley probably ain't feeling the love right now because he's currently sat in a hospital bed t'other side of Germany with six broken ribs and a punctured lung. The worst part about the whole deal is he only got to ride for two minutes (no change there then, eh Ed?) before he crashed hard and got

carter off to hospital in a helichopper. That's a bad Edmund B Radley ***shakes head***.

So with the Edmaster groaning and gasping for breath in a Halle hospital bed after he found himself waking up on the underside of a 2013 KX450F we were left in a bit of a bind with no trusted test rider ready to step forward and fill Ed's size 11 Alpinestars. Bad times. Luckily our good German buddies at Cross Magazin offered up the services of their own test legend Christian Shafer who like Ed has plenty of GP and domestic championship race experience. His English ain't bad either which is a vast improvement over our regular guy. Anyhoo, on to the bikes... [>>](#)



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It doesn't take a genius to figure out that Kawasaki have been working hard to get their full size four-bangers functioning efficiently with Ryan Villopoto, Gautier Paulin, Christophe Pourcel, Tommy Searle, former Rage cover star Blake Baggett, Joel Roelants and Dean Wilson all winning races on 'em this year. Okay, the throttle-twisting abilities of the men we've mentioned are obviously awesome but it's still important that they have the right bikes underneath them to get the job done.

As well as winning races these riders give plenty of feedback and do a huge amount of development work – along with a full-time team of behind-the-scenes testers – that eventually filters back to the production bikes. The 2013 KXF's have really benefitted from all this hard work and the first noticeable difference is that both the KX250F and its Ed-beating brother the KX450F are much slimmer which makes moving about on them a breeze. Meanwhile the power delivery has been tampered with to make both models easier to ride. In motocross, easier

generally means faster.

The 2012 KX250F was vastly different to the '11 version with the dual injection EFI system really bringing the motor to life. The 2013 model keeps those big power improvements but is designed to be way more rideable for the average guy. But if you're not a fan of the way the stock bike delivers its power you'll be glad to know it's easily tuneable with the DFI Setting Data Selection making it quick and easy to change the power by replacing a coupler that plugs in to the wiring loom next to the headstock.

The standard green coupler gives good middle of the road all-round performance but if you fancy something a little harder hitting the white coupler is the way forward as it gives more grunt off the bottom. If that's too much for you go for the black coupler which is a softer option but one that really gets the bike hooking up on slippery hardpack. In basic terms green is good for everything, white is right for heavy going and black is beautiful for slick stuff. Simple really.

Kawasaki claim the motor revs harder >>

Moving about on the new 250F is "a breeze"



Slick black panels separate the 250F from the 450



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TECH SPECS

KX250F

Capacity: 249cc
Bore and stroke: 77mm x 53.6mm
Transmission: Five-speed
Fuel tank capacity: 6.1litres
Front suspension: Showa 48mm SFF USD fork (315mm travel)
Rear suspension: Showa shock with linkage (310mm travel)
Front brake: 250mm disc
Rear brake: 240mm disc
Seat height: 945mm
Wheelbase: 1475mm
Ground clearance: 330mm
Dry weight: 106.2kg

bike test



Narrower frame and paneling helps you boss the 250F



The new KX450F now offers a smoother but stronger power delivery

allows you to ride more confidently as you know that last minute moves aren't going to be hampered by bulky panels.

The Showa SFF Type 2 forks are now bigger with 48mm inner tubes instead of the 47mm ones the 2012 bike had. They offer up a little more rigidity and front end stability although they're maybe a little too soft in their action. Slower and lighter riders probably won't think so but regular sized experts and handy club riders will probably want to switch to a stiffer spring or maybe add a little oil. The rear-end, which has a tad more travel than the 2012 model, balances well with the front. This basically means if you find the new 250F's front too soft you'll find the rear riding a little lower than you'd like also.

The 2012 KX450F was a favourite with most test riders who loved the adjustable ergonomics and easily changeable mapping – using the same coupler system that's found on as the new 250F – so what have Kawasaki done to improve their MX1 missile for next year? They've made it smoother...

By changing the piston and swapping the crank for a better and more balanced version the 2013 KX450F now offers a smoother and stronger power delivery that's even more responsive. I'd say this is probably the smoothest and quickest 450 that Kawasaki has ever produced, although it doesn't necessarily feel like it as it feels so easy to ride. So while it doesn't feel like a particularly fast bike the lap times it puts in prove otherwise. One thing that helps with that is the bike's ability to hook up. Although there's plenty of power on tap it seems like no matter how hard you hit the gas this bike drives with hardly any wheel spin.

Like its kid brother the new 450 has a narrower frame, flatter seat and lower fuel tank but the MX1 class bike also has adjustable handlebar and footpeg positioning so the perfect set-up can be found for pretty much everyone.

>>

than before and they're absolutely right. The extra RPMs come from a 0.1mm shorter cylinder which sounds very little but does increase the compression ratio. The piston's new too, the intake cam has a new profile, the exhaust is shorter and the ECU re-mapped which all adds up to create a bike that revs on and on. Fortunately there's no trade-off at the bottom and there's still plenty of grunt – it's basically the perfect all-round motor for the average rider.

The chassis comes in for some work too and is now narrower between your knees. Okay, four mm might not sound much in the grand scheme of things but when you throw in a flatter seat and lower fuel tank it's now much easier to move about on the bike. That ease of movement



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For the first time ever the KX450F comes with spring-free front forks. All new Kayaba PSF forks (Pneumatic Spring Fork) take care of business up front and although air fork technology isn't new, having been around on the mountain bike scene for some time, it's new to MX. The good news is that this technology really seems to work well.

From the moment you sit on the bike you can feel the difference as the forks operate without that initial sticky feeling you find on most bikes. On the track the front-end soaks up the small bumps ridiculously well but still handles hard hits – like when you overshoot a tabletop – without problems. The weight saving is considerable too with the PSF forks weighing 750 grams less than the 2012 model's and you can even adjust how stiff they are with a bicycle pump – basically changing the pressure in the PSF fork gives the same result as fitting different springs.

The rear suspension perfectly complements the front and in my mind is good even with the stock settings. Basically, the 450 is much more ready to go racing with than the 250 in stock form as the suspension is a fair bit firmer and seems to relish having a fast and aggressive rider on board.

The brakes on both bikes perform flawlessly with the 250 and 450 both benefitting from having a new front master cylinder that improves feel at the lever. The stoppers at both ends are fade-free as you'd expect from any new race bike and they're more than powerful enough even for world championship level competition.

All-in-all I reckon that Kawasaki have really got it right with their 2013 KXFs. The 250 and 450 both look awesome with their new plastics – the 250 has a black rear-end while the 450 is white from the side panels back – but more importantly they handle well and produce plenty of useable power. Since Kawasaki are the first Japanese manufacturer to release their 2013 race bikes it's hard to say exactly how they'll compare to the competition but the bar has definitely been raised.



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SANDY BALLS!

**NEW BOY JON PEARSON TURNS SAND BOY
AND BAGS A UK DIRT BIKE MAG EXCLUSIVE
TEST OF DUNLOP'S NEW MX11F SAND TYRE
IN SUNNY BELGIUM**

Words by JP Photos by Alexandre Gehring/Dunlop

I had to ask "why has no-one thought of it before?" After all, people have been riding bikes in sand for a while now right? How the hell has it got to 2012 before anyone made a front sand tyre? A collection of Dunlop shirted bods from various parts of the globe looked at me with an expression that either said "how could you ask" or "why do you ask?" It was hard to tell which so I figured it was time to get my hat, grab a CRF and get out on some Belgian sand. I took it they needed time to consider their answers.

Honda part-hosted the day with Dunlop (an Xtreme Academy day was happening at the same time with some kids buzzing under instruction from Brian Jorgenson) so a couple of CRFs were on hand as the tyre test mules at the Honda Park. A pre-ride briefing warned of needing to "adapt" to the new front tyre and "get used to it for a few laps." To be honest, within roughly half a lap I felt exactly the opposite. Straight off the bat and without having ridden on proper sand for a while, I felt really confident and the only "getting used to" I had to worry about was how damn early I was getting on the gas.

The Honda Park in North Belgium has typically deep, dark sand which is as strength-sapping as it was the last time I was here four or five years ago. Most of the lap is either hard on the throttle or burying it deep into a berm which gives plenty of chance to feel how well a front tyre is behaving and how good a line it's drawing in the sand.

Which is exactly what the new new tyre does – draw an accurate line. On the faster stuff, where I'd normally be hanging on to a weaving bike, the MX11F kept the CRFs more in-line, straighter down the straights if you like while I'm on the power. Which is a buzz and boosts confidence enough to nail the throttle through the snaking sand ruts safe in the knowledge the bike will keep on keeping on. Chances are the difference is small but it's enough to boost confidence and confidence is what I need.

>>

It's a similar story through the corners where, if





Honda World Motocross boys
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*Did someone say editors
can't ride bikes?*



It's a similar story through the corners where, if you're anything like me, deep sand means limited use of the front brake and braking grip from the front tyre is hardly an issue. What's more important for most of us when we shut off in the sand is that the front tyre holds a line and doesn't try to slide or tuck. With the MX11F I could rely on it's stability much more than 'normal' all the way through a corner – when I came off the throttle and during turn-in it stays on course and doesn't need correcting with your body so much as you get the bike leant over and on the gas again. Success breeds success they say and with the extra confidence I found myself looking through the corner more and getting on the gas earlier and earlier.

A quick chat with big Bobby Bobryshev between sessions and he explains one of the things he likes about this tyre is the boost in "confidence to brake harder into corners." Next session out I'm just beginning to wonder when, if ever, I'd been braking on this super-soft super-sandy lap when I ran off the edge of a berm and

headed towards the ropes. Somehow I don't think it's what Bob was on about but I can now confirm this tyre works pretty good when you brake hard.

What's not to like? Well you could argue a tyre specifically for sand is likely to sell better in the sandy lands of Belgium and Holland. But times are changing and plenty of practice tracks around the UK are getting the sand shipped in these days. From there all the way up the ladder to the Brits and GP level there is more of a calling and the tide is turning on this sandy beach. Without question you should seriously consider this tyre if you're doing Weston or another beach race.

Dunlop knows all this and it's another way of answering my question "why now?" Simply they think the timing is right too. Where there was pretty much one track in GPs until a few years ago now there are three, arguably four. There's a ground swell with the riders too who Dunlop say are lining-up at sandy practice track each week for training.

>>





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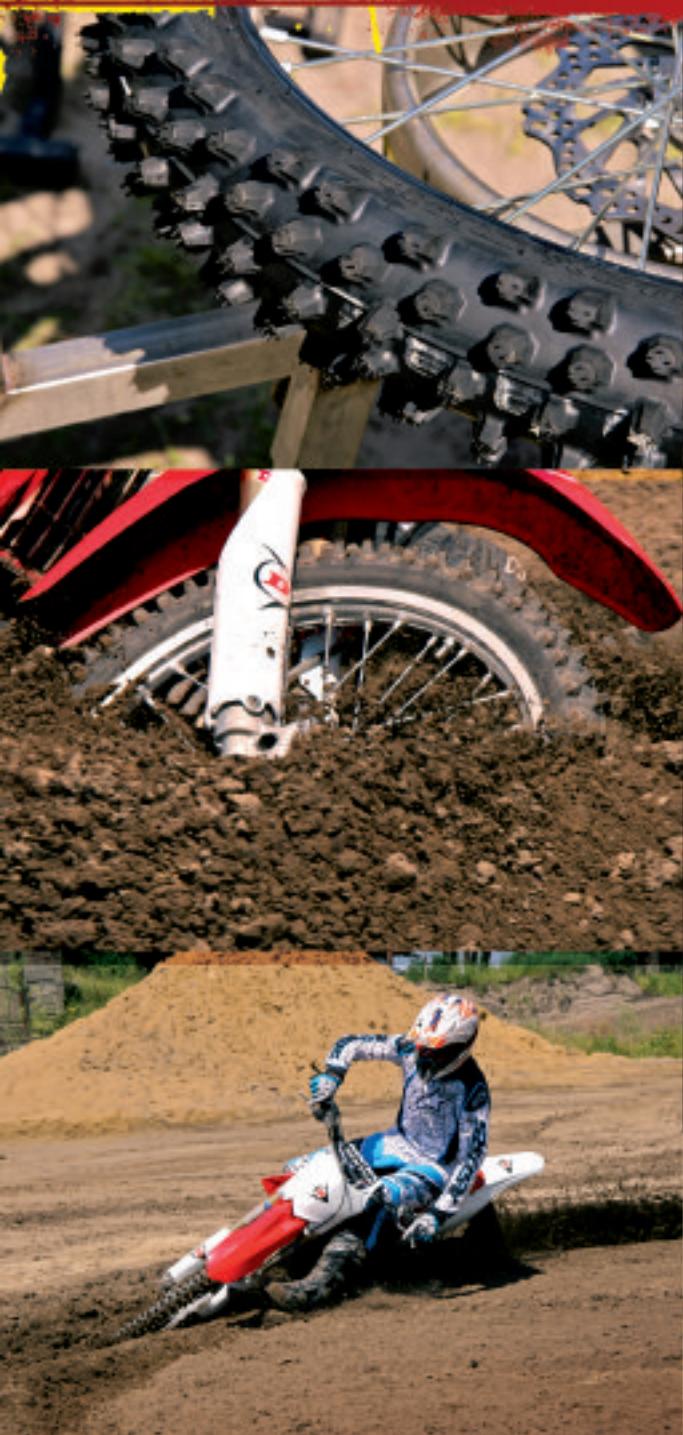
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*Bobryshev has got to be
regretting pulling this pose
for the camera*

The hidden bonus of the MX11F (and MX11 for that matter) is that it works well in deep, sloppy mud as well, which is something we've had plenty of here in the UK this summer! Dunlop's MX race coordinator Eddy Seel (bonkers Supermoto racer from a few years back) claims the tyre works, and has been used to great effect, by the GP riders in mud this year too. Crucially it has to be big-time wet and sloppy to get the best from it in mud but, for example, "in the terrible conditions at this year's Daytona Supercross the Dunlop riders had a clear advantage thanks to this tyre" adds Seel.

It would be easy to get carried away and say this tyre is the answer to everyone's sandy needs. But the fact is Dunlop has made a break on every other tyre manufacturer by creating something new and getting it out first. Sand specific rears have been around for a while but

the MX11F is the first front sand tyre. Weird as it sounds the best thing I can say about the new MX11F (combined with the MX11 rear) is it made me enjoy riding in the sand. Only my lack of arm muscles was holding me back from pretending I was some sort of a sand fly. WTF?! Enjoy deep sand? Never thought I'd see the day.

It's all in the detail. Instead of the typically square block shape of the knobs on 'normal' tyres, the MX11F uses 'plus' shaped blocks across the tyre profile. Their aim is to give greater stability and resist shocks from a wider variety of angles. Riding on sand doesn't necessarily mean a tyre has a softer time of it either they tell me. If anything it has a harder time because the impacts are coming at it from a larger variation of angles.

So with each block narrower at the top and tapering down "the tyre's reaction to shocks and

the tendency towards 'twitchiness' on wavy terrain" is minimised according to Dunlop's MX tyre designer Toshifumi Yuze. The result is much smoother handling on sand or soil, which comes as relief to me as it confirms how the new tyre affected how I felt on the bikes.

My default setting on sand normally is more like someone riding with a flat tyre, weaving more the faster I go but trying to keep the front wheel almost weightless. That and too much caution when coming off and back on the throttle. I fessed-up my incompetence to Mr Yuze-san and, politely, he told me this was normal; "you worry about tucking and then the tyre pushing wide as you come on the gas, this is normal. We fix this with the MX11F." And he's right, it did feel kind of 'fixed'. The MX11F was like a pill prescribed by Doctor Dunlop: "here, take one of these, it'll make you feel better."



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BOMBS SCARED!

A HORROR CRASH AT LAST YEAR'S BELGIAN GP LEFT TWO-TIME WORLD CHAMPION STEVE RAMON TEMPORARILY PARALYSED BUT AFTER 10 MONTHS OF REHAB 'THE BOMB' IS BACK ON HIS FEET...

Words and photos by Christophe Desmet

It was without doubt one of the eeriest experiences I've ever witnessed at a motocross race. After a qualifying crash at last summer's Belgian GP almost everyone thought that Steve Ramon had died right there on the spot. Thousands of people were holding their breath hoping for the best and it was so silent that you could have heard a pin drop.

Following that dark Saturday another uncomfortable day followed with most of the questions about his condition remaining unanswered. Would he be able to walk again? Would he be able to ride again? What would his life be like after all of this? For two days Steve had been completely paralysed but by the third day all doubts were erased – he gritted his teeth and started rehabilitation using the same drive and determination that brought him two world championships, five GP wins, two MXdN team victories and seven national titles.

Less than one year later I'm stood eye-to-eye with the guy that thousands of people had believed dead. It's an emotional moment and a surprising one too because Ramon looks relaxed, happy and as fit as ever. In fact absolutely nothing hints at the dreadful months that he and his family have just experienced...

DBR: The motocross season is in full swing – do you miss it?

SR: "I'm actually quite okay, thanks! Just like any fan with an interest in the sport I take a look at the results and if I'm at home I will watch the GP on television but my life is so much different right now – that's just a fact.

"To be honest when you've been riding at my level for such a long time one season blends into another and it becomes sort of routine. I wasn't bored with motocross but I wouldn't have continued to ride for another three or four years either. I went to the first GP in Valkenswaard because it's near where I live but it wasn't particularly emotional. It's just that a lot of people reminded me about the crash – especially journalists like yourself!"

DBR: Do you keep a distance from the sport after what happened?

SR: "No, that has nothing to do with it. I just don't see the point in going to all the races. If you don't have anything in particular to do there then you're just walking about aimlessly! I'm not avoiding motocross but my priorities in life are shifted. My rehabilitation still takes up quite a lot of my time and I'm very happy with the progress that I've made but I want to get my body back to 100 per cent fitness.

"For the moment I spend two days a week at the rehabilitation centre and in

between I visit a physiotherapist. I also do my exercises at home. That's going really well and everything is coming back – the power as well as the flexibility. Apart from that I spend a lot of time working on my home together with my girlfriend. It's an old farm that we have renovated and now we have entered the last stage of decorating and finishing the interior. To be honest I don't know what I want to do professionally but I'm in no rush."

DBR: Anyone who doesn't know you wouldn't notice that you were paralysed not so long ago...

SR: "My family and friends who have followed me since the accident have seen that I've made good progress. I hear the same from my doctors. What happened was this – because of the blow to my head a big haematoma was formed between the third and fifth cervical vertebrae. At that instant my nerves were shut down. You can compare it to a short circuit. Luckily in my case my body rebooted and the paralysis wore off. There's still a degree of swelling in my neck but the last scan showed that this continues to get less and hopefully we haven't reached the end yet.

"It would be nice to gain some more feeling in my hands and also my lower left leg doesn't feel like it did before. Don't get me wrong though, I'm not >>

Steve Ramon reflects on life and hard times as a GP racer

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Sand master at work and (inset) spectating but not missing the action



Ramon's in no rush to get back on a bike

complaining. If everything works like it should and I'm encountering very little problems in everyday life. This strange feeling in my hands can be best described as a certain numbness and I also have to deal with nerve pain in my shoulders. It's constantly there but I can live with it. I try to control this with medication."

DBR: Can you describe what happened immediately after the crash?

SR: "I remember everything. It was early on in the qualifying race and I was riding behind David Philippaerts. David was pulling his roll-off and just went slightly slower so I needed to change to a different line which is probably the most common thing you do in a race! My front wheel hit a deep hole and I was thrown off and I hit the ground hard head first. The impact on my neck was brutal."

"Not being able to move hit me like a freight train – I couldn't take off my goggles, I couldn't move my legs, I couldn't raise my arms. The only movement I could make was with my head. It was the most frightening thing ever as I was totally helpless and I could see the panic in the eyes of people around me. Joel Smets was one of the first at the scene and I could see he was shocked as well. My first thoughts were terrible – I thought my life was over."

DBR: It's crazy for you to have such a crash because you were never wild on the bike. In fact you're famous for your cool and calculated riding style...

SR: "I agree. When I arrived at the hospital I wondered why I didn't just break an arm or a leg. I've never ever broken anything. It was just like 2009 all over again – that was another very serious injury. It just shows that even when you're a smooth rider bad things can happen."

It's only a fraction of a second that can turn your world around – just like that. Motocross will always have risks involved. I have always been aware of those risks because every year in motocross some very bad crashes happen. You think about them for a day or two after but then you forget about them."

DBR: You were in hospital for one month. It must have been terrible to go from being an athlete in his prime to not being able to do much at all just like that...

SR: "It was. I was in a lot of pain and just wearing a T-shirt hurt like hell! Then you have to relearn absolutely everything – walking, eating or even using your mobile phone to send a message. Mentally it was very tough because everything took ages. Those first couple of months went very slowly. No matter what I did I needed help, that's why when I came out of hospital I spent the first couple of weeks living with my parents."

DBR: Your rehabilitation started in Germany rather than Belgium – why was that?

SR: "I didn't want to lose any time. Normally I would have gone to a special division of the university clinic in Gent but unfortunately they had no places available. Through the Suzuki connection with Ortema I learned about the Ortema rehabilitation centre in Markgröningen near Stuttgart and that seemed like a great option."

"I only had one objective there – to make headway and become stronger. I had lost more than 10kg of muscle so I knew that I needed to work hard. I had no distractions because I was there for two weeks alone without my girlfriend, family or friends. It was pretty intense but it was definitely worthwhile. On the other hand it was also quite an eye-opener – they had a lot of people there who were almost completely paralysed and I realised that's how bad it could have been for me as well."

DBR: A lot of riders want to get back on the bike again as soon as possible because riding again is their best motivation to heal quickly...

SR: "That was not the case with me. My rehabilitation is all about improving the quality of everyday life – being able to cycle, being independent, playing a game of soccer with friends..."

"Motocross is part of that list but it's not a must. It's not like I have this all-consuming goal of making my comeback. If I decide to ride again it won't just be to make up the numbers, I know what is needed and I will train just as hard as before. After I reach that point I can evaluate whether I'm fine with the level I reach or if I should just call it quits. For the moment though I'm not thinking about competition."

DBR: You trained over the winter with your old team and you've already climbed back on a bike again which fuelled rumours that you'll be doing Belgian championship rounds and sand races with Suzuki again. Is there any truth in that?

SR: "I know how fast rumours can take off in motocross! That boot camp in the Algarve had nothing to do with a possible comeback. I don't have a contract and I was simply there as a friend of the Suzuki team."

"Obviously winter conditions in Portugal are a lot nicer to train in than Belgium and it's always good to see the guys from the team and to meet my trainer Yves Demulemeester. It had nothing to do with preparation for a motocross season though."

"If I could get back to competition then a combination of the Belgian championship and the French sand races would be cool although that's all very hypothetical at this point. I haven't made up my mind yet although it's certain that if I decide to give it a try I just want to do those races that I really like."

DBR: Would 2011 have been your last world championship season anyway – you were pretty much the last of the old-school riders? >>

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SR: "Probably. Stefan Everts and Joel Smets remained at the top of their game until they were 34 or 35 and they even won world titles at that age. To keep your position at that level is extremely demanding. Your body takes a serious punishing from so many years of motocross at the highest level and so to keep in the game until you are 34 or 35 you really have to take care of your body and be very, very motivated."

DBR: Back in 2009 you suffered a neck injury, did this have any influence on the effects of your crash in Lommel?

SR: "No, absolutely not. Everything had healed properly from that and that's something doctors agree on."

DBR: You were wearing a Leatt-Brace when you crashed – do you think that it saved your life?
SR: "Maybe but it's extremely difficult to judge. Some doctors say that it might have. When you are looking at logical explanations sometimes things don't make any sense. For instance, you would expect more bad crashes to happen when people are tired but I had my crash at the end of the first lap. Some people ask me whether I think that the more powerful four-stroke bikes have anything to do with the rise in injuries or if it's down to the design of modern tracks? Honestly, I don't know. We used to have big crashes before as well."

Ramon with a Belgian championship trophy enjoying the highs...



...and the lows. The immediate aftermath of the crash in Belgium

Reflective, contemplative, Ramon has a reputation as quiet man



DBR: Dealing with injuries is an important aspect of competition for any top level rider. In the last couple of years you had a lot of nagging physical problems but you rarely talked about them...

SR: "What's the point? Everyone has their problems. In 2011 I had a viral infection and even when I became world champion in 2007 I finished the season with two injured wrists. I had a lot of confidence coming into 2008 but the season turned out to be a disaster – I had problems with my legs and issues in my private life. As a result of all that I took a mental knock as well and that's another important aspect that you don't hear much about but it can be very tough to deal with!"

DBR: Looking back do you see your career and results in a different light?

SR: "Of course. As a matter of fact I'm just moving house so I'm continually picking up things that remind me of my career. I'm fully aware that I had some good seasons and that I made a good living. Before my crash I never

looked at it like that because day in day out I was still working hard to achieve my goals – I was wrapped up in a routine and all of a sudden that chain was broken.

"It's only natural that it gets you thinking though – about life and about the future. But in the end life goes on and I'm now more able to appreciate the little things in life like sitting down and having a drink with my friends. I'm happy with what I have achieved and with my life in general. I'm not that bothered that I will be eternally labelled as 'the quiet and good boy' because that's just the way I am!"

DBR: What's next? With your experience you'd make a great riding coach...

SR: "You're right! I have a lot of experience and I have certain gifts like being able to spot the best lines so why not? To coach riders technically would be something I'm very interested in doing and I'd like to work with young riders too. But that's all for later because like I said before – I'm far too busy for all that right now."

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HOOPS' TROOPS!

TAPE MEASURES AT THE READY AS APICO SUZUKI TEAMSTERS LEWIS GREGORY AND LUKE HAWKINS LINE UP TO HAVE THEIR MANLINESS MEASURED...

Interviews by JP O'Connell Photos by Ray Archer

DBR: Who would you like to play you in a film of your life?

LH: "Adam Sandler!"

LG: "Brad Pitt."

DBR: When did you last clean an air filter?

LH: "Last week I cleaned up a few."

LG: "It was a couple of months ago."

DBR: What was the last lie that you told and who was it to?

LH: "I told my girlfriend that I would be late going to see her because I was working on the bike but really I was putting in some laps on the PS3 with Team Wales. Works every time!"

LG: "I told Dave Holyoake that I was only going to go steady on his 125 for my first day back on the bike yesterday! I'm in for a bollocking!"

DBR: Could you check your own valve clearances?

LH: "No I wouldn't like to try."

LG: "Yes I could."

DBR: Something you eat that you know you shouldn't?

LH: "Custard for a treat but I know that I shouldn't!"

LG: "Chocolate."

DBR: You're in second and on the leader's rear wheel – do you take him out on the last corner for the win?

LH: "Yeah, it's racing at the end of the day."

LG: "If a championship was on the line then yeah!"

DBR: Do you own a pair of pyjamas?

LH: "No, boxers all the way."

LG: "No way."

DBR: What is the highlight of your career so far?

LH: "Fifth overall in the 2010 European championship and third at the Weston Beach Race."

LG: "Winning the first European championship moto in Sweden in 2007 or getting on the podium at Lyng '08."

DBR: What car do you drive?

LH: "Vauxhall Vivaro and occasionally my girlfriend's car when she lets me – the handbrake's sh*t now though!"

LG: "Vauxhall Vivaro."

DBR: What car would you drive if money were no object?

LH: "Lamborghini."

LG: "The first car I'd buy would be a Nissan GTR."

DBR: Have you ever blamed a poor result on a non-existent mechanical issue?

LH: "No, never."

LG: "No, never."

DBR: If you could change anything about yourself what would it be?

LH: "Nothing – it's all good!"

LG: "Not to give myself such a hard time after a bad ride."

DBR: If you could meet any person – dead or alive – who would it be?

LH: "Chad Reed because he has always been quality!"

LG: "Rick Johnson."

DBR: If you could have any superpower for a week what would it be?

LH: "To be invisible so I could go anywhere I want."

LG: "Invisibility."

DBR: If you were shipwrecked on an island what three things would you want with you?

LH: "Bike, kitbag and some fuel."

LG: "A bike, a girl and a phone."

DBR: What's your most prized material possession?

LH: "Hmmm, not too sure."

LG: "Phone or my bed!"

DBR: Favourite race you've ever been in?

LH: "Weston Beach Race on the sidecar with Scott Elderfield."

LG: "A fun race was the DEP 125 race back in 2007. There were just loads of us battling all day."

DBR: Be honest, how often do you Google yourself?

LH: "Not very often now I'm out of school."

LG: "Not very often, honest!"

DBR: Blonde or brunette?

LH: "Blonde, seeing as my girlfriend's blonde."

LG: "Brunette."

DBR: Is winning a race better than sex?

LH: "Winning a race is the best feeling in the world."

LG: "I'd say so."

DBR: One thing about your riding style that you'd like to improve?

LH: "Aggression would be the main thing."

LG: "To be a little more aggressive."

DBR: What's your favourite film?

LH: "All the Rocky films, I just watch them over and over."

LG: "Snatch or Project X."

DBR: Sun, sea and sangria or snow, skis and sambuca!

LH: "Sun, sea and sangria because I've never been skiing."

LG: "Sun, sea and sangria!"

DBR: What's the worst motocross related decision you've made during your career?

LH: "Probably doing a two-stroke race at Canada Heights the week before a European round. I ended up going to the European race on crutches because I hurt my ACL badly."

LG: "Having my arms operated on. It ended up putting me out for over two years."

DBR: If you had to permanently give up either the internet, mobile phone or TV which would it be?

LH: "TV because I hardly watch it anyway – only for the GPs."

LG: "TV."

DBR: Tell us something about yourself that nobody else knows?

LH: "That I'm a perfectionist and if I do something it has to be in order and right."

LG: "I'm pretty quiet around people I don't know too well to be honest, but on the other hand some of my friends won't believe me because you won't shut me up around people that I do know."

KING KINI

BEFORE CO-FOUNDING THE WINGS FOR LIFE CHARITY HEINZ KINIGADNER WAS A LEADING GP RUNNER AND DOUBLE WORLD CHAMPION...

Words and photos by Jack Burnicle

Last month in DBR we caught up with genial Austrian giant Heinz Kinigadner, co-founder of 'Wings for Life', a charity that funds research into spinal cord injury. Tall, dashing and handsome, 'Kini' became his country's first and so far only world motocross champion riding for KTM, the company that hired him in 1983 and with which he has worked ever since.

Heinz and his noble father were popular members of the grand prix fraternity throughout the 1980s and it was Kinigadner senior whose exploits first fired the imagination of his three sons. He owned a massive bakery called Ezeb in Mayerhofen, at the head of the Zillertal valley in the Tyrolean Alps, 25 miles north-east of Innsbruck.

"My father did ice racing including racing sidecars across frozen lakes and fields," explains his middle son. "I remember when I was eight, my younger brother Klaus four and Hans 12, we discussed winning all the world titles in motocross. There were no mountain bikes, just normal bikes, so we made high fenders and cardboard number plates – Klaus would be Willi Bauer and I was always Roger DeCoster. When I met Roger at the MX des Nations two years ago in Denver I told him 'in 1972 I was already Roger DeCoster and now here you are, running my team, so I'm really proud!'"

Kini broke his leg badly at the age of 13 and grew fast during his recuperation before entering regional MX races a year later. "We took a 50cc moped off the street, removed the lights and started going quick because I was already very big," laughs a man whose ebullience and sense of fun lit up those '80s MX GPs.

Born in January 1960 he used a false name to enter the national junior championships under-age at 15. Hans had already won an Austrian title on a Montesa. "So as his younger brother, I had an easier life getting help," admits Heinz. Signed up by the Austrian Puch

factory Kini became Austrian champion himself in 1979. But he'd already commenced his grand prix career, camping out at the penultimate round of the 1978 125 series in Spain. "I had a Laverda with a Husqvarna engine. It seized after five laps of practice, then it seized at the first corner of each moto but I got my start money from the organisers so I could get back home!"

He rode three 250 GPs in 1980. "The Puch was the fastest bike in the field. At Hawkstone Park I was 10 metres in front of everybody going into the first turn. But I was not good enough to win races!" He did score an eighth place at a wet and sticky Marche en Famenne in Belgium. Towering nearly six feet four inches tall, Heinz always revelled in muddy going! 1981 was his first full grand prix season, aboard the 250 Puch. He finished fifth overall, his best results two third places, in a French quagmire and at his hard pack home round in Schwanenstadt.

When Puch withdrew in 1982, Heinz moved on to a private Yamaha backed by Ezeb. He claimed his first GP moto win at Maggiora but two weeks later his mother died in a car crash. His dad survived but the close-knit Kinigadners were left reeling and Heinz slid back to ninth in the championship.

Signed by KTM, he joined forces with Kees van der Ven for 1983. But while the classy Dutchman finished a close third in the table Kini struggled to 11th. "My contract was actually for 500," explains Heinz. "Then I got the tractor from KTM – an unrideable, air-cooled two-stroke monster! Also, Calman Cseh at KTM had made a deal with Metzeler and their tyres were horrible."

I went to California pre-season to do the Golden State series. I twice holeshot at Mammoth Mountain ahead of Broc Glover, Goat Breker and Magoo Chandler but never made the double jump. I saw Trunkenpolz – the KTM boss – and said 'keep your money and let me go 250!' For the third race of the Golden State I got the 250. In the last corner I was fifth, right behind Hurricane

Hannah. I thought, 'I never, ever get this chance again' and I passed him! Then at the fourth race I badly broke my upper arm. I flew home for an operation and was very far from fit for the first GP." Then he crashed heavily at Unadilla's US round, damaged his kidneys and spent a month in hospital.

"KTM said that in 1984 van der Ven goes to 125 but, well, Kinigadner is not doing so good so they took Arno Drechsel from Honda," recalls Kini. "Hey, wait a minute guys. This was big motivation, to fight a Tyrolean from my region! So I prepared quite quietly and carefully for the new season..."

It worked. He won the opening round at St Jean d'Angeley and the first moto at Sittendorf, in Austria, dominated the Czech round at Holice then finished third in the British GP at Newbury's Fox and Hounds. Another double in Italy meant a convincing mid-season lead and although Frenchman Jacky Vimond recovered strongly in the second half of the year Heinz emerged world champion at Hyvinkaa, in Finland.

The pair would become even better acquainted in 1985. Vimond – riding a Yamaha – got off to a flyer, winning the first two rounds. But Heinz struggled. Big brother Hans had been paralysed in a racing accident just two weeks after Kini clinched his 1984 title. By the time Heinz came to terms with this tragedy, a new grand prix season was upon him. "I only started training in January and the first round was February, in South Africa."

While Vimond cleaned up at Syringa Park – with Drechsel an annoying third – Kini managed a solitary eighth. He finally won the second moto of the Belgian GP at Borgloon, in bottomless mud, then snatched a tiebreaker from the elegant Frenchman at Holice. Jacky countered with a double win in France then Kini retaliated in Spain, at the last ever grand prix round the utterly magnificent, mountainous Sabadell.

Best European at Unadilla, he brilliantly buried his American demons, finished third in the Dutch >>



HEINZ SUCCESSFULLY,
+ DRAMATICALLY, DEFENDS
HIS NO. 1 PLATE IN
1985, FIRST WIN WERE
AT BORGloon, BELGIUM

DESCRIPTION SIGNEMENT	
Bauer Titulaire	*Wite Femme
Occupation } GRAPHIC DESIGNER	
Profession }	
Place of birth } BULIN (FRAM)	
Lieu de naissance }	
Date of birth } 21/4/77	
Date de naissance }	
Country of Residence } FRG (FRAN)	
Pays de Residence }	
Height } 5 ft 1 in	

Jack Burnicle	
Usual signature of bearer Signature du titulaire	
Usual signature of wife Signature de la femme	
6337315	

JACK BURNICLE is the godfather (our words, not his) of British MX journalism. Born in Billingham, County Durham, to Bella and nutty (his words, not ours) musical genius Stan Burnicle, Jack was mad about cars and motor racing as a kid. At sweet 16 he got a motorbike, rode it to a local 'scramble' and was instantly, hopelessly hooked. Next time he went he

was armed with his mum's Kodak Brownie camera. After art college he mixed life as a graphic designer, magazine art director, photographer and part-time art college tutor with motocross and photo-journalism. Now he's a commentator, painting pictures with words. He never did get a proper job...



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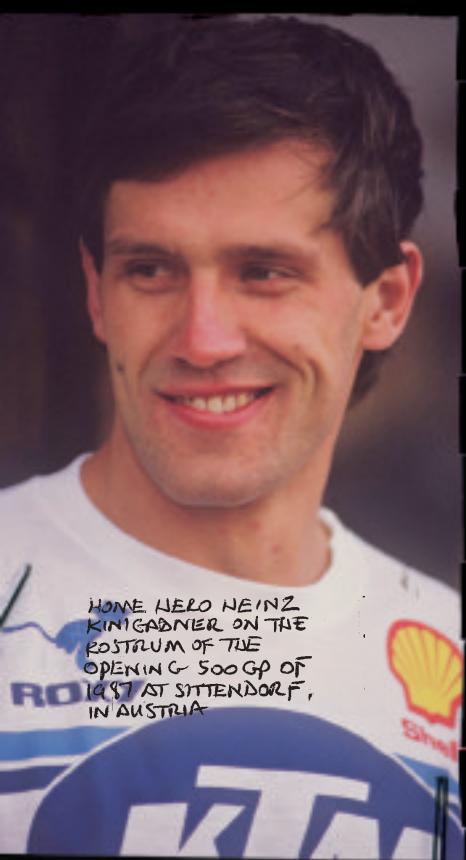
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KINI WINS SATURATED
1987 BELGIAN 500GP
AT NAMUR



HOME HERO HEINZ
KINIGADNER ON THE
ROSTRUM OF THE
OPENING G-500 GP OF
1987 AT SITTENDORF,
IN AUSTRIA



sand of Lichtenvoorde and stormed to victory in Switzerland, one point ahead of Vimond and Michele Rinaldi's Suzuki. Only one round left and Jacky still led by 12 points...

But nothing in live sport is ever over. On a humid, dusty day at Goldbach, in Germany Vimond, pale and tense in contrast with a cheerfully relaxed Kinigadner had abandoned his fabled pink JT riding gear for unfamiliar white and faltered. He finished just 12th in the first moto as Heinz chased home race winner Gert van Doorn's Honda.

Suddenly, Kini had squeezed into a one point lead and in race two, while Rinaldi rode to his only ever 250GP triumph, the happy-go-lucky Austrian kept a desperate Jacky at bay. They crossed the line sixth and seventh, a jubilant Kinigadner standing high on the footpegs of his Katoom before being drowned in a mass pitch invasion of insane, inebriated Austrians! Heinz later celebrated this victory by inviting 300 of us – riders past and present, their partners, fellow Austrian athletes, friends, journalists, the lot! – to a memorable weekend of celebration in

his hometown.

This time he was ready for the 500 and proved it with a dashing ride in the MX des Nations at Gaillard where he beat AMA champ Jeff Ward. "But I'd pushed a friend into running a supercross in a town near me," admits Heinz. "It rained hard that night. A mess. I was so upset for him I tried to demonstrate a few jumps, dislocated my hip and suffered back problems from that day on. Always in pain, I could never train any more..."

After a bright start to the year in Sittendorf and strong rides in Scandinavia, Kini suffered a massive crash in Canada that put him out for the season. But he wasn't done yet! "By 1987 I was taking painkilling injections half an hour before each GP heat," says Heinz. Given this situation, his results were amazing.

He mounted the rostrum in Sittendorf with Dave Thorpe and Georges Jobe and joined the same Honda duo on the podium after a German quagmire in Reutlingen. He also performed strongly in Finland and Italy before the 500GP circus was greeted by a sweltering heatwave at

Namur. Jobe won a torrid first race from Tony Cairoli's mentor Claudio de Carli with Kurt Nicoll third and Kini fourth. Then the storm clouds gathered, thunder crashed and torrential rain lashed the overheated citadel. Race two took place in a veritable monsoon and Kinigadner ploughed joyfully yet determinedly to a convincing win and his only 500GP triumph!

Heinz finished seventh in the series ahead of team-mate Jacky Martens but that worsening back problem sent him back on to a 250 for 1988, his best result fourth behind winner Jem Whatley in another mudfest – Frome's only ever British GP. "Then I retired halfway through the season," sighs Kini. "With injections between every race and no training during the week I had to say okay, that's it..." He was just 28 years old.

Since when, despite surviving cancer and enduring the paralysis of his teenage son in a motocross accident, Kini's continued involvement with KTM, the Dakar Rally and his Wings for Life charity means that Austria's ultimate MX ambassador remains, at 52, a major presence on the international off-road scene.



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If you've ever had a handlebar grip come away in your hand midway through a rhythm section or when landing from a jump you'll know how much it sucks ass. Luckily it doesn't happen all that often but when it does the effects are generally catastrophic. So what's the best way to make sure it never does? Fit 'em properly in the first place...

There are lots of theories surrounding the best way to fit grips. Some people wrap duct tape on the handlebar first and then add a little petrol which helps slide the grip on. The theory is that the gas melts the glue temporarily before locking the grip in place as the glue sets again. Others use spray paint which works in a similar fashion – as it dries the paint sticks the grip to the bar – but my favourite is to use the good old grip glue method with a few strands of safety wire as back up. I reckon it's important that you use the best quality grips you can afford as some budget priced ones tend to stretch and tear as you fit them, generally just feel a bit sloppy afterwards and also wear quickly. The good news is there are a plethora of good grips to choose from and so you're bound to find something that suits your personal taste and budget whether it be full waffle, half waffle, no waffle, diamond, tapered or soft, medium, hard compound. Like I say there are lots of options and the more you try the more your opinion of what you like best will change.

One thing worth remembering is that in order to allow the glue to dry properly you

must fit your grips at least 24 hours before riding, even if you're using safety wire. Sometimes this isn't possible of course and you've no choice but to replace grips between motos because of crash damage and whatnot – in that case a quick blast of contact cleaner helps slide the grip in place and then plenty of safety wire is your best option. On the subject of safety wire it's well worth getting a pair of safety wire pliers. Readily available for around £20 this clever little tool enables you to quickly and consistently wire parts in place. Okay, you could save yourself 20 bones and just use a pair of regular pliers but you'll never do the job as neatly or as quickly...



GRIPS! SORTED!

HANDLEBAR GRIPS ARE BASICALLY THE MOST IMPORTANT
LINK BETWEEN YOU AND THE BIKE SO MAKE SURE YOU
KNOW HOW TO FIT THEM RIGHT...

Photos by **SUTTY**



01 This is the easy bit (unless you're replacing the throttle grip on a Suzuki or Kawasaki for the first time in which case it's a real pain in the ass).

Simply cut off any safety wire, take a sharp knife and slice the grip making sure you don't damage the throttle tube or handlebar. The grip will then pull off easy as pie. If you've got one of the aforementioned bikes do yourself a favour and buy a new aftermarket throttle tube.



02 Now you need to clean the handlebar and throttle tube using a spray solvent to get rid of any old glue or dirt. Dry off with a lint free cloth and then visually check everything for damage. If your handlebars or throttle tube are damaged then it's a good idea to replace them.



03 I like to glue a five pence piece to the end of the bar on the clutch side as it will lessen the chance of you damaging the end of your grip in a fall and also stop dirt entering your bars if your grip-end gets torn and vibrating like the contents of yo momma's drawer.



04 Over at the other side cut a circular piece of sticker to cover up the small hole in the end of the throttle tube. That way no fresh glue can ooze through into the throttle tube when you fit the grip – that could cause a sticky situation. Obviously you need to actually stick the sticker on for this to work.



05 Now take your new grip, apply a little glue around the hole and allow it to run down inside the barrel of the grip. It's a good idea to squeeze things up so the glue is spread around and coats the entire inner surface.



06 Apply a small amount of glue to the handlebar then push on the grip. As you push the grip into position pull the lip of the grip away from the bar to help the air escape. Once the grip is fully in position try and twist it to spread the glue. Also feel the grip – if you think there's any air trapped in there get it out before leaving the grip in the required position.



07 Cut six 15cm lengths of safety wire. Ideally you want something small gauge – around 0.8mm thick is perfect. If you're using anything thinner it's a good idea to double wrap the wire so you'll need 25cm lengths.



08 Fit three lengths of wire per side – one at each end and one in the middle. Starting from the outer edge wrap the wire around the grips then using safety wire pliers twist the ends of the wire together so it tightens up to the grip. Trim off the excess wire and push the ends down into the grip so you don't catch your pinkies on them.



09 Now leave the grips for around eight hours to allow the glue to dry before riding. When time's up give 'em one last yank to make sure they're tight, check there are no sharp wire ends sticking out then follow Wakker's lead and go grip it and rip it. Whatever that means...

VARNA TAKEOVER!

WAKKER JETS TO ITALY AND DOUBLES-UP TO
BRING US TESTS ON BOTH THE 2013 HUSQVARNA
MOTOCROSS AND ENDURO RANGES...

Words by Geoff Walker Photos by Husqvarna

Husqvarna is a manufacturer with a very long and successful history in making and racing dirt bikes. There is an incredible atmosphere of passion when speaking with every Italian involved in the racing departments of this brand and it's a pleasure to see. From Swedish roots the Husqvarna name has grown into a very Italian and very successful manufacturer of fine and solid motorcycles.

The results speak for themselves in both the world motocross and enduro championships. Indeed on the enduro side they took two out of three WEC titles last year! That's pretty amazing form from bikes, riders and teams. The brand also went back to MXGP to develop their 250 four-stroke race bike and with top 15 results in the championship in 2011 they reached the target they set for themselves. The goal posts have moved for 2012 and top 10 is the new target that they're currently keeping to. There is a feeling that the race effort is all about you – the customer – and this can only bode well for the development of the entire range of dirt bikes to make the best possible package for you to buy and race.

The 2013 model launch was held at the fantastic Malpensa facility in Italy and the main players for our test would be the TC250R MXers as well as the enduro TE250R and 310R. An added bonus would be the 'mainly for America' TXC250 and 310 cross country models and the 125 CR and WR two strokes. From a personal point of view the TXC style of

bike needs to be pushed as they are serious fun and let's face it, the amount of hare and hounds and sprint events around on closed course tracks is growing in the UK as land for trail riding and enduro competition requiring road work is becoming more and more difficult to find.

The changes across the model ranges are not massive for the 2013 models with the R and D departments opting for refinements to up the power output on the main models. In the past, models across the range have been criticised for suffering from a lack of refinement in the power delivery across the rev-range.

The TXC and TE models come in for the same improvements to address these issues with a new Keihin fuel injection system, an extra condenser and a new 'tunable' air intake. The TE also gets a new cylinder head, stick coil integrated plug cap and neater handlebar switches.

On the TC250 and TXC models there are also revised crankcases with a magnetic drain bolt as well as an improved cooling system. Other improvements in the motor department include a new throttle body, cylinder head and inside the beating heart lays a new piston, valves, finger followers and crankshaft set-up all aiming to give you the same performance as you'll find in their high-level race bikes. Other changes on the exterior are the new graphics, grips, bar pad and chain guide.

With these refinements I was looking forward to the ride so it was off to the track in the 40 degree heat to pound-out the MX laps and enduro loops...





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► TE449/TE511



► WR125



► WR250/WR300

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Alphera Personal Loan Representative Example TE250	24 months	£212.50	£6,875.00	£1,275.00	£500.00	£1,775.00	£5,100.00	£6,875.00	0% Fixed	Representative 0% APR
TE310	24 months	£215.83	£6,975.00	£1,295.00	£500.00	£1,795.00	£5,180.00	£6,975.00	0% Fixed	0% APR

Offer applies to all 2012 Husqvarna Enduro models: TE250, T2310, TE449, TE511, WR125, WR250 and WR300 purchased from participating official Husqvarna UK dealers and registered between 15 June 2012 and 31 August 2012. * On the road cash prices are based on manufacturer's recommended retail price and include a 2 year warranty. Figures are correct at time of going to print, June 2012 and subject to change without notice. Finance is subject to credit acceptance and available to over 18s in the UK only (excluding the Channel Islands). Guarantees and indemnities may be required. Advertised finance is a restricted use personal loan provided by ALPHERA Financial Services, Europa House, Bartley Way, Hook, Hampshire, RG27 9UF. Whilst we have close links with Alphera and commonly introduce customers to Alphera, we do not work exclusively with Alphera.



2011 WORLD CHAMPIONS



Husqvarna®

The 'delightful' CR125, is it getting away from Geoff?



CR125

The little brother is a delight and if there was a track on the planet made for riding a 125 motocross bike around at full tilt then Malpensa is it. Other than that there's not much to say really as nothing has really changed. The Husky CR125 absolutely rips and I really enjoyed my laps on it. The bike must be ridden hard but the chassis was a dream. Great fun and the super-strong motor pulled like a train when in the meaty part of the rev-range from mid to top-end. Great stuff and a real smile creator.



TC250R

The Malpensa GP track was in prime condition and perfect for testing. The hard track mixed it up with loose turn entries, hard-edge bumps, damp berms, powder turns and a great layout peaking over the steep hills. The TC250 felt comfortable straight away on the track and the first thing I noticed was a fairly firm feeling from the chassis. The fork and shock feel harder this year and for me that's a good thing. The test bike we had for a couple of months during the winter had a softer feel and I think this is going to be better for the masses.

The motor pulled strong from the bottom in a slightly more 'normal' fashion. I say normal in as much as the motor produces a power from the bottom which we are not used to with the Husqvarna. The Italian style is to rev and this bike is obviously being developed to be used on every terrain as is required on the world circuit at the moment. The higher revving feel would have worked better around the hard conditions in Malpensa but it is my job to test the bike with a view to it being used on every surface we would use the bike in. This low-end run of power keeps pulling into the higher rev-range and I found the bike easy to ride.

The chassis was not quite as forgiving as last year's but I think the fully competitive mentality for this bike is making the R and D guys go full-on for the fastest riders. The body position, controls and general ergonomics of the bike are good with one of the most comfortable seats on the market. One slight complaint is with the new grips... Why? These things are terrible... Enough said.



CR125

Capacity: 124.8cc
Bore and stroke: 54mm x 54.5mm
Transmission: Six-speed
Fuel tank capacity: 7 litres
Front suspension: 48mm Kayaba USD fork (300mm travel)
Rear suspension: Sachs shock (296mm travel)
Front brake: 260mm disc
Rear brake: 240mm disc
Seat height: 985mm
Wheelbase: 1460mm
Ground clearance: 325mm
Dry weight: 94kg

TC250R

Capacity: 249.5cc
Bore and stroke: 79mm x 50.9mm
Transmission: Five-speed
Fuel tank capacity: 6.5 litres
Front suspension: 48mm Kayaba USD fork (300mm travel)
Rear suspension: Kayaba shock (296mm travel)
Front brake: 260mm disc
Rear brake: 240mm disc
Seat height: 985mm
Wheelbase: 1460mm
Ground clearance: 325mm
Dry weight: 101kg



CR125 gets Wakker's bones buzzing

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More linear power in the TE250R's engine, fuelling 'glitch' is also ironed-out for 2013



TE250R

The improvements to the TE250R were evident straight away for me. The suspension and entire chassis is settled, light and easy to throw around. The brakes on all the bikes work with a good strong feel.

The motor was the department I was most interested in and it did not disappoint. There has always been a slight glitch in the power on the 250, you could ride around it but I was looking forward to see if the power would be stronger and more linear.

Basically all I wanted was a stress-free ride and the TE250 delivered this in abundance as the power could be rolled on from early in a high gear. This trait is very important for the UK market as the low grip areas we find ourselves in sometimes require good, smooth, low-down power to roll-on easy for traction.

TE310R

Oh what a difference... I am a big fan of this bike anyway but the 2013 model is taking it to a new level! This thing was like a different animal in the motor department. The power was brilliant and evident from the instant I rode out on to the enduro loop. The EFI was working perfectly and was obviously delivering the right amount of go-go juice into the mix as the bike would pull massively strong and just keep on revving.

I took a couple of minutes to set the clickers and find a balance on the 310 before I rode it and this worked as it felt balanced, turned and flicked around with ease. The improvements work in every way with this bike and it went beyond my expectations with its strength in the motor department.

The settled chassis on the TE250R makes it easy to throw around



2013 TE310R goes beyond our tester's expectations



TE250R

Capacity: 249.5cc
Bore and stroke: 79mm x 50.9mm
Transmission: Five-speed
Fuel tank capacity: 8.5 litres
Front suspension: 48mm Kayaba USD fork (300mm travel)
Rear suspension: Kayaba shock (296mm travel)
Front brake: 260mm disc
Rear brake: 240mm disc
Seat height: 950mm
Wheelbase: 1470mm
Ground clearance: 290mm
Dry weight: 109kg

TE310R

Capacity: 302.44cc
Bore and stroke: 82mm x 57.35mm
Transmission: Five-speed
Fuel tank capacity: 8.5 litres
Front suspension: 48mm Kayaba USD fork (300mm travel)
Rear suspension: Kayaba shock (296mm travel)
Front brake: 260mm disc
Rear brake: 240mm disc
Seat height: 950mm
Wheelbase: 1470mm
Ground clearance: 290mm
Dry weight: 109kg

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TXC250/310

The TXC models are the stand-out stars in the 2013 range of Husqvarna bikes. The blend of every improvement across the MX and enduro bikes shows in a very positive way on the cross country bikes. To say these are easy to ride hard and fast is an understatement.

The suspension is balanced and feels great through the entire stroke at every pace. The big hits are taken smoothly on both models and chassis performance only differs when it comes to the turns. When there is support from the turn you can get both bikes in and out hard and when the turn becomes slightly more technical, the 250 excels as it picks the revs up quicker and gives a lighter feel through the corner encouraging more speed all the way through.

The 310 comes into its own when you open the throttle as it lays down fantastic power which feels well above its cubic capacity. The 310 motor doesn't do anything wrong. It simply delivers great power to throw you to the top of any hill at warp speed in a controlled way.

I couldn't separate the TXC250 and 310 on the day over a lap. Slight differences in their strengths came into play at different points on the track which made for a great test. Personally I would choose the 310 as I like the stronger power delivery but like I say they are both great bikes. Get yours booked early as most are heading for the USA and that means limited numbers will hit these shores. Good work Husqvarna...



WR125

I had a short time on the little ripper and like the others it did not disappoint. Ride this super-light bike hard and it will reward you. The high-revving little beauty loves to be gripped, ripped, ripped and gripped... The youth of today will be able to get the best from this bike as it feels so damn light it could be carried around the woods! Balanced and creating great power-to-weight. The WR125 is a brilliant woods bike for the lightweight racer.



The little WR125 is 'far from disappointing', it shows Geoff!



WR125

Capacity: 124.8cc
Bore and stroke: 54mm x 54.5mm
Transmission: Six-speed
Fuel tank capacity: 9.5 litres
Front suspension: 48mm Kayaba USD fork (300mm travel)
Rear suspension: Sachs shock (296mm travel)
Front brake: 260mm disc
Rear brake: 240mm disc
Seat height: 975mm
Wheelbase: 1465mm
Ground clearance: 325mm
Dry weight: 98kg

TXC250R

Capacity: 249.5cc
Bore and stroke: 79mm x 50.9mm
Transmission: Five-speed
Fuel tank capacity: 8.5 litres
Front suspension: 48mm Kayaba USD fork (300mm travel)
Rear suspension: Kayaba shock (296mm travel)
Front brake: 260mm disc
Rear brake: 240mm disc
Seat height: 950mm
Wheelbase: 1470mm
Ground clearance: 290mm
Dry weight: 105kg

TXC310R

Capacity: 302.44cc
Bore and stroke: 82mm x 57.35mm
Transmission: Five-speed
Fuel tank capacity: 8.5 litres
Front suspension: 48mm Kayaba USD fork (300mm travel)
Rear suspension: Kayaba shock (296mm travel)
Front brake: 260mm disc
Rear brake: 240mm disc
Seat height: 950mm
Wheelbase: 1470mm
Ground clearance: 290mm
Dry weight: 105kg

Happy man – Rob gets the YZ dialled-in on the MX Zone dyno



DYNO-MITE!

CAN TIME ON MX ZONE'S DYNO HELP ROB UNLEASH SOME EXPLOSIVE POWER FROM THE PS3?

Words by Rob Bayman Photos by Andrew Welch

During the time when I frequently modified race engines I often asked the rider 'although your bike feels faster is it fast enough to win?'. That question could only ever be answered by riders sensitive to their machinery and aware of the ability of their competition.

I always knew my motors were strong and safe yet never knew if I had found all they had to offer – only competitive championship racing could indicate if we had entered the zone and winning was the best way to prove it. I may not be a famous tuner but can modestly boast that some of my engines were in national championship winning bikes.

Back then one of my secret aids was a dyno and I still trust that same high tech equipment today. It was always the plan to put PS3 on a dyno and I knew it was essential to have an operator capable of reading the data and translating the output at a glance.

Many dyno operators would welcome us for a media test but to push PS3 to its extreme limits of engine functionality was not a case of picking up the Yellow Pages and finding the nearest one. MX Zone – tuners to the Apico Suzuki and Rockstar KTM teams – claim their area of specialism to be four-strokes but as no strangers to performance two-strokes their advanced equipment and competency would surely make for interesting results.

A dyno – or dynamometer to use its full title – can be classed as an advanced diagnostic machine in the right hands. Frequently sampling information about land speed, engine speed, air/fuel ratio and torque it then presents the recorded data as an on-screen graph that outlines the power curve in both torque and horsepower (HP) data. The air/fuel ratio data is plotted below the graph in sequence with the sampled moments plotted as RPM or land speed.

A dyno measures the turning power required to spin the rolling road. As the bike's rear wheel spins the rolling road a simple program crunches torque and RPM data taken from the HT pulse and displays it as real-time HP. The program

multiples engine speed by the measurable torque, dividing that answer by the mystical 5252 which gives us brake horsepower (BHP). High peak horsepower figures may suggest you have a muscle bike but forget the stats because our aim was clear from the start – we wanted to configure the motor for useable torque not just quote ego boosting BHP figures to impress the anoraks.

The process is simple – you strap your bike to the dyno then ride on a rolling drum from virtual walking pace to flat out usually in just one gear. We used fourth as the ratio is longer in the higher gears. 55mph on the spot is rather unnerving hence the strapping down bit.

Our objective was to identify and correct any weakness until we had strong, stable power between 3,000 and 7,000 RPM. This is no subtle process – it's ear shattering stuff and your nerve ends tingle as your senses switch to high alert, trying to gauge if the motor is about to melt into one solid lump or throw the con rod through the crank cases. It's probably best if you are not present.

A weak motor can seize or even worse shatter at any moment as every ounce of energy is sucked from the motor in one sustained blast that seems to last an eternity. Imagine racing a bike stuck in first gear along a massive straight and you're half way there.

Once rolling the shared observations were instant and over-fuelling was easily identified. The debate then started to find the corrective jetting to make that important difference. A dyno session can be considered equivalent to months of constant hard testing only with comparable results for each run. They're also a great alternative to riding tests where the dirty track environment is swapped for a clinically clean workshop kitted with all the corrective equipment of a well-stocked shop.

For any that follow our direction we would not recommend brand new or fresh rebuilds without them being run in first and to further emphasise that risk a disclaimer is signed against any damage occurring during the test which is reasonable under the circumstances.

We were familiar with the territory and came with a dependable bike, good sprockets, good clutch, no power sapping o-ring chain, no binding brakes, clean fresh oil in the gearbox and a clean oiled air filter. MX Zone fitted a road tyre to get better grip on the rolling road and I prepared to cringe nervously as PS3 battled its biggest challenge yet.

RUN1

Spec: The bike was initially tested in its ready to race form. Fuel mix at 38:1 using regular unleaded pump gas with Ipone Samourai synthetic oil. Secondary gearing ratio is 14/49. Carb – 370 main jet, 45 pilot jet, #3 slide, 6F16 needle with the clip in the top position. Timing at 16 degrees before Top Dead Centre.

Result: The 52HP Yamaha had promoted all those years ago was nowhere in sight, instead a pathetic 30HP hampered with inability to overcome the simulated hills the MX Zone dyno imposed during this first run. The high CO levels shown on the air/fuel ratio data identified the problem.

Action: Drop from the 370 main jet to a 350 to reduce the volume of unburnt fuel passing through the system.

RUN2

Spec: The stock steel reed petals were always under question and replaced by Boyesen Dual Stage reeds. These were the hot ticket in the '80s and they're still available in the UK from Apico. An inherent characteristic of Boyesen reeds is richness in the higher rev range and the bottom runs leaner. The pilot was left standard as it was already a little rich. The main jet reduced to a 350 and all other settings remaining as in run one.

Result: The difference was blatant – 39HP with a smoother climb on the torque curve. The exhaust tone was crisper and the low down blubbering had gone. The air/fuel ratio was still slightly high. The combination of better reeds and going down on the jetting gave a 30 per cent power increase.

Action: Drop further on the main jet, leave the pilot, throw the steel reeds in the bin.

>>

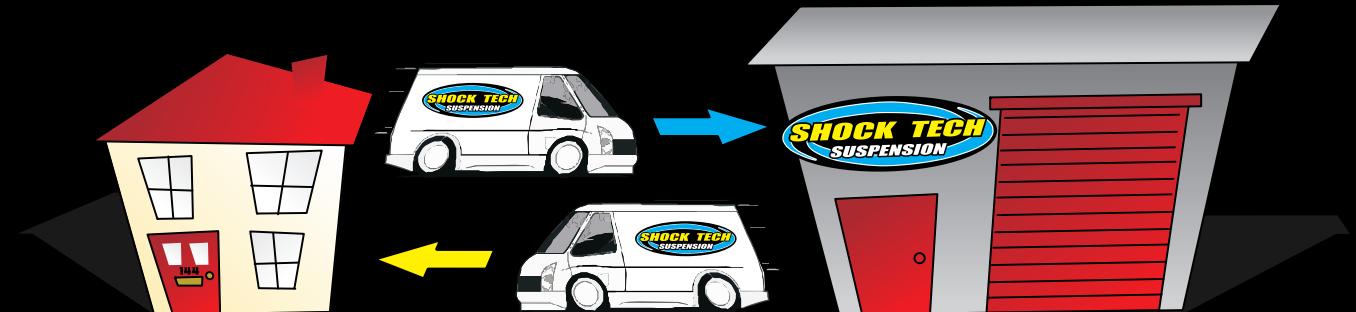
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RUN3

Spec: Main jet reduced to 330, Boyesen Dual Stage reeds still fitted all other settings as in run one.

Result: No increase in top-end power and a clear loss of mid-range torque. Air/fuel ratio still high.

Action: Revert to 350 main jet to recover mid-range power.

Several other runs during the session measured the effects of advancing or retarding the ignition timing – the standard setting gave the best performance. Our YZ490 CDI gave no improvement anywhere in the range but introduced a top end misfire likely due to a programmed rev restriction.

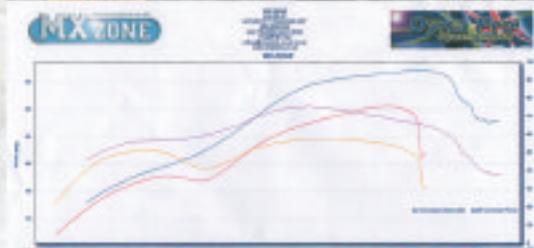
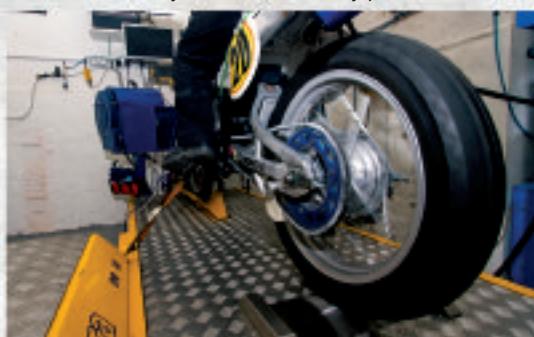
Our best results were discovered early which proves the value of dyno testing. Without being able to see such data we would not have considered such dramatic jetting reductions as we had a nice colour on the plug and abundant power – it's just that the power wasn't where we needed it.

Now the power delivery is optimised it remains questionable if I will be able to hold onto the bike. We hadn't factored in how far away from optimum performance we were, nor if fuel was drowning the motor rather than producing power. We knew the exhaust port on the YZ465 is restrictive by width and height and opening it out will give more power but open class Yamaha's generate more power than an average rider can truly handle and so we opted to run standard porting.

Returning to my two-stroke roots remains enjoyable. I even dug out my Relative Air Density (RAD) gauge to measure changes in barometric pressures, altitude and temperatures by percentage against the conditions of the test. American tuner Eric Gorr supplied my RAD gauge in the early '90s when we were in frequent contact – it had a three figure price tag back then.

The theory is jet sizing is recalculated by percentage. For example a five per cent increase in relative air density needs a five per cent corrective increase to jetting. Our test was conducted at 95 per cent RAD – more air needs more fuel to keep the mixture at its optimum. I also have a chart to show percentage of incremental changes to jet sizes by percentage which suggests we are kitted out to maintain our new performance. The reduced fuel demand may be partially due to our new pipe and reed combination with efficiency increased to the intake and exhaust but who cares – we are now fully dialled.

Overall the results are this – a 30 per cent increase in available power and more useable torque, stronger over-rev and land speed, easier starting and most importantly safe running. The jets and reeds are all available from MX Zone. Parking the £75 dyno bill aside for a moment and thinking about what we achieved the value of the dyno run was actually priceless!



Josh Coppins steps back in time for a few laps on the PS3

"No Josh, they're not broken, they're drum brakes"



GUEST TESTER!

THE FASTEST MAN NEVER TO WIN A WORLD CHAMPIONSHIP – THAT'S JOSH COPPINS – TAKES ROB'S YZ465 FOR A SPIN...

After conducting a training school at Cefn Parc Josh Coppins stepped clear of his comfort zone to give PS3 a go while his afternoon's pupils positioned themselves around the track ready to see their tutor ride. The Coppins fans were unaware he was about to ride a bike originally produced when he was barely walking let alone racing motocross.

Josh asked 'is there anything I should know?'. He was putting his total faith in my answer alone, not even giving the bike anything beyond a second glance. I told him the motor was powerful (dumb statement in reference to any open class bike), the drum brakes were sufficient and that the rear lacked rebound compression. He simply smiled, nodded, knocked it into gear and rode towards the track.

At first Josh was getting a feel for the surface and layout but he was notably faster each lap – then he lit the wick for some seriously fast laps. I don't feel that Josh was politely going through the motions of demonstration laps for us or his fans – he was truly testing the bike, appreciating its strengths and feeling for its flaws. Undoubtedly he could have gone faster – he is a fearless racer and never looked stretched – but it remains fact that PS3 is unlikely to go around Cefn Parc at that speed ever again.

Back at the van Josh sat patiently waiting to

offer his feedback. Aware he was used to exotic factory bikes I started the conversation by asking if it the worst bike he'd ever ridden. With a coy smile he said 'far from it – it was good fun' before adding that the power delivery was the bike's major weakness referring to the power delivery of a 490 Maico as comparison.

He continued his appraisal by saying the rear suspension was dreadful but complimented the forks before adding how brilliantly the bike turned at various speeds. He was impressed with the brakes expressing just how good the twin leading front was – again using a Maico in comparison – and the rear was equally good. Josh also praised the clutch and gearbox.

Josh found the pathetically undersized footrests too small and he lost his footing on several occasions. This is a problem I have too and it was nice to know our test riding had at least one comparable element.

It's a shame that Josh rode the bike just days before the motor had been set up on the dyno but even so I was pleased with his constructive feedback. We can add KTM footrests to improve footing presence and maybe even fit a 490J shock absorber to gain adjustable rebound but would our dyno work have changed his opinion of the power delivery? There's only one way to find out and hopefully Josh wants to ride with us again soon.

INTERNATIONAL LAW!

BRIT CHAMPS BATTER AND PRIVATEER HERO JAMIE LAW GETS CALLED UP TO THE GPs WITH STR KTM...

Words by Sutty Photos by Ray Archer

Seeing riders get hurt is one of the perks, sorry, I meant worst things about my job. Of course I enjoy watching an ace accident as much as the next bike-mad bystander but when someone gets properly injured it kinda ceases to be that much fun. Take Angry Nathan Parker's first corner crash at the Milton Park Maxxis for instance. Although it was a super stylish get-off having to then witness the STR teamster get dragged from the track with his already shifty ankle unable to support any weight was about as laugh-out-loud funny as seeing Billy Mac land on the back of Tanel Leok at last year's Matterley Basin GP.

It was obvious to everyone that Nez needed to sit out for a wee while to let that ligament injury heal which was bad news

for him seeing as there were three back-to-back GPs coming up in France, Portugal and Belgium. But bad news for one guy can often be good news for another and with Youthstream service fees and mechanics' salaries already paid and the team truck going out to those races anyway it seemed like a bit of a no-brainer that STR team boss Steve Turner should try and find a substitute. But would he even bother and if he did who would it be?

An answer popped into my mind while I was lathering my locks in the shower the next morning and unsure if Steve had even considered lining up a replacement I sent him a text – 'is there any truth in the rumour (I've just made up in the shower) you'll be running Jamie Law in the GPs while Nez is resting up?'. I half expected a 'no, that's ridiculous' response but I actually

got a 'you're bang on the money' reply!

You might be wondering why I'd pick out Jamie Law's name in particular. Well, many of the super-privateer's personal sponsors are the same as the STR team's, he's head and shoulders above all the other non-team riders in the Maxxis series, he rides a KTM and Steve already helps him out with a few bits and bobs. So how did the deal actually go down?

"I was on my way home in the camper after a decent day at Milton," says Jamie about his version of events after I'd just told him mine. "I was on a bit of a high anyway and then the phone rang. It was Steve Turner asking if I wanted the opportunity to go and race the next two or possibly three GPs because of Nez's ankle injury. I said I'd think about it because I wasn't too sure about riding the 450 but then I >>





profile

*The chance to step up to
GPs with STR was a
"no brainer"*

Stepping onto the 450 KTM in GPs needed some adjustment from Jamie



VIEW FROM THE PITS!

TWO TICKS WITH STR TEAM TECHNICIAN TOBY LIGHTBOWN...

When he's not snapping pictures of himself in bed with his girlfriend, Ben Lightbown is one of the hardest working mechanics in motocross today. A firm fixture in the STR team since the very beginning, Ben was joined in the team workshop by his younger – and self proclaimed better looking – brother Toby for this year's assault on the world championships. Affectionately known as Toby Carvery by regular team rider Angry Nez Parker, the soon to be 20-year-old from Accrington was more than happy to fill in as Jamie's mechanic when Angry's ankles sh*t out on him.

"I was actually looking forward to a few weeks off," jokes Toby when we ask him about the last minute substitution for his regular rider. "Nah, seriously I get on well with Jamie and I was happy to work with him. It's good for him because he normally has to do it all for himself but when he came into the team he had me to do everything for him."

"It's been quite interesting because Jamie likes his bike set up very differently to the way Nez does and so we had to tame it down a bit. We actually struggled with that a little bit because I was away on the road and we couldn't do any midweek testing but he'd go practicing with his dad and then they'd pass feedback on to me. I think it worked out well and we got things a bit better for him every week and even ended up with a couple of points in the end."



STEVE'S SAY...

A QUICK WORD FROM THE BOSS...

"I think Jamie's done really well – he's got a great attitude and he's applied himself. Okay, he was a bit nervous at first but he soon found his feet. We had to mess about with the power because Nez likes a bike with a hell of a lot and with Jamie coming from the 350 he found it a little bit too much. Certainly by Belgium we'd found a good set-up and he was enjoying riding our 450. I think he's enjoyed the experience and he scored a couple of points too which is the icing on the cake really."



**Steve Turner, long-haired Latvian
Matis Kairo and J-Law**

basically thought that I don't get chances like this every day and called him back saying yeah I'll go for it. I find it quite disturbing that you think about me in the shower..."

Even with a quick decision made time was still tight. "The first thing I had to do was to find my passport and once I had that Steve could book the flights and stuff. Then I went down to the STR workshops to test the 450. I rode the race bike first and my initial thought was that it was far too fast. Nez's mechanic Toby [Lightbown] would only let me do 10 minutes on it because it was all prepped for the weekend but we tamed it down a little bit by changing the sprocket from a 50 tooth to a 48 and that made it a lot less snappy.

"I brought a stock practice bike back home with me. Work was kind of quiet so although I had to go kill rats in the mornings I'd go and ride in the afternoons – just to try and get used to the bike a little bit. I probably rode slightly more than I would do normally that week just to try and get used to the 450 because it was such a big change from my 350. I was conscious that although I didn't have much time to prepare I wanted to prepare as well as I could because the last thing I wanted to do was go there and make a d*ck of myself."

Already slightly out of his comfort zone riding a new bike for a new team in a new series (Jamie's raced MX2 and MX3 GPs before but never in the world championship's elite class) the sketchiness of the situation was amplified by the fact that J-Law's first MX1 GP would be at a venue infamous for its high-speed layout and hardpack, slippery, stony slopes. No matter how much of a positive spin you can normally put on something there's no stepping away from the fact that St Jean d'Angely is the gnarliest and scariest circuit currently in the world championship.

"I'd been there once before. We were on our way to the Youth World Championships in Talavera and we stopped at St Jean on the way. Paul Malin was running a youth academy thing for the ACU so he took us and basically I was scared of the place – the hills were huge and I'd never ridden anything like it. So that's where I was going to for this first GP – I was going to this scary track, hardpack with steep hills that are covered in

marbles. When I got there though I actually enjoyed it – it was all right. I think the big difference was that it was prepped pretty well and the layout was slightly different to how I remember it.

"Although the GPs are a big deal they're quite chilled out and you get plenty of practice to feel your way in. It's not like the British championship where you get 10 minutes before you're straight into going as fast as you can to try and get a good gate position. At a GP you get one practice session and then one timed pre-qualifying practice session so you've done nearly two hours on the track before you have to race it.

"I was a bit more at ease with the track by the time racing came around, aside from the big step down – my arse was twitching every time I came up to that because it's a massive jump! The first time I did it I landed about a foot short and it bucked me all the way into the corner – I must have gone about 100 yards on my front wheel. So the second time I over-jumped it slightly and then after that I got it quite nice every time. It was a little challenge I set for myself – I was thinking I need to do this jump every lap and I did."

An even bigger obstacle to overcome is the length of the races as well as the increased intensity of GP racing. For someone conditioned to race 20-minute domestic championship motos would the extra 15 minutes take its toll?

"I'm pretty mad keen on my fitness anyway and I make sure I'm right on that score by training maybe three or four times a week and riding the bike once or twice a week as well so fitness wasn't an issue. The biggest problem I had was people passing me. At a British championship I don't often get passed – maybe by one or two riders – but at St Jean I got a great start and people were passing me left, right and centre. They were literally moving me out of the way and that's something that's hard to ignore so I struggled to keep my rhythm. It's the same with getting lapped, there are people waving blue flags in your face so you're forever looking over your shoulder because you're conscious that you don't want to spoil the race at the front."

"I think on one lap I lost something like six seconds. I was running 22nd and the guy in 17th was only a few seconds ahead" >>



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Even GP riders like J-Law can learn from an expert coach



STAR STUDENT!

J-LAW GOES BACK TO SCHOOL AS AN HONORARY STUDENT AT THE RICKY CARMICHAEL UNIVERSITY...

Knowing damn well that Jamie had just arrived home to his country retreat near Cockermouth following the Belgian GP we decided to make him an offer that he couldn't refuse – an offer that meant getting back in a van and travelling three and a half hours to FatCat Motoparc so he could take in a lesson or two at the RCU. A sucker for a free day out – we didn't mention it'd cost over 100 bones in diesel and 50 quid for a night's accommodation – Jamie jumped at the opportunity and had his D3 KTM 350 loaded into his mate Adam's V-Dub Transporter before his family realised he was even home. Here's what the world's #2 rat catcher thought about his training day with the GOAT, Jamie Dobb, Tommy Searle and the two Jeffs – that's Stanton and Emig...

"When I turned up it was kind of unbelievable that some of the fastest riders in the world from various different eras were there coaching. After introductions we did a warm-up session around the FatCat race track then got split into groups based on riding ability.

"My first coaching session was with Dobby and he had a sweeping turn he wanted us to attack. He basically taught us the right way to stand up all the way through the corner and if there was a bump or something to turn off the correct way to do that. Even though it was kind of easy we learnt plenty and Jamie was an excellent coach.

"We moved on to Tommy next and he picked a really awkward left hand corner. Tommy spent a lot of time trying to get me off the brakes. He told me that every time you use the back brake the bike stands up so just come in and keep off 'em and just carry a lot more speed. Another thing he drove home was going slow to go fast and to chill-out and don't think you need to be on the gas or on the brakes. That was good advice and it's another thing that really helps. We go back a long way so I think that I may have got a little extra attention from him which was nice.

"Emig taught us starts next – he was one of the best starters of his time and he talked us through his special technique and his mindset going in to a race. He told us why he thought he was such a good starter and it seemed like his technique actually worked. If it does that will be one of the most beneficial things for me because I'm pants out of the gate.

"An excellent tip I picked up next from Carmichael

was to be consistent and try and conserve the berms and ruts so they're solid for the full moto instead of getting blown out. He said it's important to be fast but not so fast that you kill the berm. Eventually it will get blown out by someone but because you've been working the base there'll always be something solid to turn on. That makes a lot of sense although in practice it would be hard to do.

"Another thing I learnt from Ricky was to break the track down into sections when you're practicing. Basically he said choose a section of track and put two cones down – one at the start and one at the end and then get someone to time you through the section 10 times in a row. Figure out the average then do it another 10 times with the goal being to shave half a second off. That's where conserving the track comes in because if you do it one time so fast that you blow a berm out it's going to be really hard to keep your average down. It'll be interesting to give that a try.

"I really liked the fact that they worked with the way we rode. At one point Carmichael said that in America they sit down a lot more than us Euros do and that he wasn't going to tell us to stand up or sit down – just to do what felt right. He didn't care how we did it – he just wanted us to get from there to there as fast as we could. He also said he couldn't fault me on anything in particular but it was still important to do everything right every time instead of eight times good and twice terribly.

"Overall it was a great day. I think the groups were about the right size and we all got plenty of attention – we'd get pulled in from time-to-time and taught an extra thing or two. Because it was quite limited on time you had to really listen and think about what they were telling you. Even so I think riders of all levels would benefit equally from the RCU.

"Although it was quite a lot of money to attend for the average guy I think if you've got the money then go for it. It really is the chance of a lifetime and I think if you even pick up the tiniest thing then it's worth it – I'd say this if Emig's start technique works then I'd give him £500 for that alone. If I'd gone there and hadn't learned anything then it would be a waste of money but if at the British championship it gets me up to that next group of people and gets me a better finish then it will be worth every penny."

and I could see that I was catching him but when Cairoli came past I lost my rhythm and it was game over for that race. It was an experience – that's what I put the French one down to. I was a little bit out of my comfort zone but I tried my best – I finished both races and I wasn't far away from getting points."

A second opportunity to get on the scorecard would come just seven days later in Agueda – a week that was very different to the norm for the 26-year-old Cumbrian. "Getting up on Monday morning with no bikes to wash was perfect. I flew back home Monday morning, worked Monday afternoon and all day Tuesday, Wednesday and Thursday and had a couple of evening sessions on the bike with a few trips to the gym thrown in – it was just an average week really except with zero bike prep needed.

"On Friday instead of loading up the camper to go racing I just put a couple of pairs of boxers and socks in a bag with my sunglasses and set off for the airport. It felt so strange because normally when I'm driving down the road to a race I'm wondering if I've forgotten something and now all I had to worry about was if I had my toothbrush because everything I needed to go racing with was already there."

Way more comfortable with his surroundings and also the 450 in Agueda's power-sapping red sand Jamie was on it from the start at the Portuguese grand prix. "In the morning practice sessions I felt okay and the qualifying race was going okay too until my roll-offs broke and I had to take my goggles off.

"In Sunday's first moto I got a pretty good start and I was running around 13th until I had a big coming together with Bobryshev. We both jumped into a corner where there was a hump that had worn away to footpeg height. There was only room for one bike and both of us were going for the same gap. Unfortunately he's slightly bigger than I am and his wheel was maybe an inch ahead of mine so it was me who went down – it was just a racing incident...

"Because I was in a good position I panicked a bit and went hard at it for the next three or four laps and I think I wore myself out. I got back up to 21st and needed one more position to score a point but I was absolutely knackered. The pit board kept saying 21st and I was thinking please somebody drop out because I didn't have much left in the tank. I knew I could keep >>



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TMX DRTRIKE

that pace up for the rest of the race but that pace wasn't quick enough to catch the man in front. Then call it karma or whatever but Bobryshev's bike broke down. I still had to ride the race and finish but that gave me 20th with like five laps to go so all I had to do from then was keep my head down, keep pushing forward and if there were any bikes behind me not let them through."

And we all know where that got you... "Yeah," laughs Jamie. "The Rui problem!" Go on...

"With around two laps to go I went over a little step-up into a right-hander and I heard a bike trying to come around the outside. I hadn't seen any blue flags so I basically just shut the door – I wanted this point badly and I was going to fight for it. I heard a load of shouting and I looked over my shoulder and it was Rui so I moved over to allow him to come by in the next corner but he just kept on shouting and shouting and shouting even though I was well out of the way. I think he was so mad he went over three berms in the next corner and Leok went up the inside and passed him.

"I didn't think too much more about it until I

crossed the line having scored my first point with a big smile on my face – relieved really that I'd made something of the opportunity I'd been given and got my name on the boards. But Rui was waiting on the next jump. It was literally like five seconds after I crossed the line – I went from being over the moon to thinking 'what?'

"He flagged me down so I pulled over and I don't even know what he was saying. All I remember was hearing 'what the f*ck, man? What the f*ck?' – he sounded American with his accent. I apologised two or three times and he kept saying 'what the f*ck?' and I'm getting bored of apologising so I tell him to do one and that's when he pushed my helmet – I pushed him back and we had a pushing competition. I wasn't even bothered about that though really – I was just chuffed to bits I got a point."

While Jamie was pulled in front of the FIM for his part in the incident and given a slap on the wrist he had other things on his mind – like scoring more points. Moto two netted a 23rd place finish and Bastogne's opening moto a DNF as a Belgian stone pierced the STR KTM's

radiator – "Toby wrote 'pull off' on the pit board when he saw the bike steaming and he didn't even say please!" But in moto two another solid workmanlike performance saw another point come the Cumbrian's way.

"I think it was really important to score that second point. You see guys score a point and then they don't back it up right away and that makes people assume it was a fluke. I know you could say that Bobryshev's bike breaking down in Portugal made my point a fluke but I backed it up with another one so it showed that I can do it kind of regular if I'm given the opportunity.

"Stepping up to the GPs has been an awesome experience to see how the other half live and I can't thank Steve enough for coming and giving me the opportunity. I didn't want to let him down and I didn't want to go there and ride around looking like I was out of my depth. I don't think I've done that, I've kind of held my own and I've scored a couple of points. The main thing is that it's been good to go and experience it. To do 40 minute motos and race with the world's fastest guys on rough tracks in that atmosphere... it's been awesome!"

Law on his way to his first MX1 GP point in Portugal

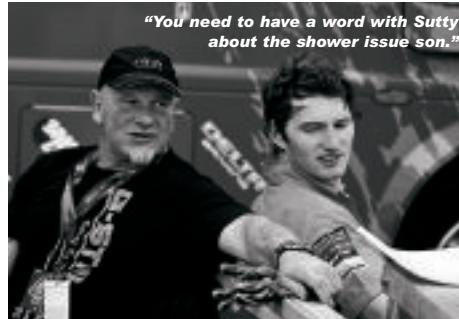


CHEERS MARRA!

A HEARTFELT THANKS FROM J-LAW!

"I'd like to thank Steve and Diane for giving me the opportunity to race GPs and also Ben and Toby Lightbown for all their hard work. Neil and Maria, mum, dad, Jodie, Janette and Stewart Johnstone from NME all deserve a special mention as do all the other good people around me who give me their continued support. Oh and Sutty too for thinking about me in the shower..."

"You need to have a word with Sutty about the shower issue son."



The Magnificent **SEVEN!**

**HARDER THAN EVER THE 18th ERZBERGRODEO SEES
JUST SEVEN RIDERS REACH THE FINISH. BRIT RIDERS
DOMINATE AND CREATE CONTROVERSY AGAIN...**

Words and Photos by Future 7 Media

“ I've got 142 friend requests and I only checked my Facebook this morning,” chuckles a drained but happy Jonny Walker from the depths of KTM's spare parts truck. Cold, tired and simply needing a little time out following his impressive Erzbergrodeo Red Bull Hare Scramble victory, the young Cumbrian is sitting quietly with iPad in hand. “It'll take me hours to read all the messages I've been sent...”

It's about an hour since the 18th edition of the world's toughest one-day extreme enduro finished and outside it's p*ssing it down. Thankfully, that isn't the case during the race but with the gruelling battle around the Iron Giant over rain is falling from the sky with a vengeance. “I'm glad it didn't do too much of this during the race,” adds Jonny. “It was hard enough as it was.”

The 2012 edition of Erzberg's Red Bull Hare Scramble is brutal. With rumours of a longer/shorter/harder/easier race floating around the paddock during the days leading up to the main event all those who are serious about getting to the finish really know is that nothing will be easy. It never is at Erzberg.

As it turns out this year's course is longer than ever. With several changes made to the early sections of the track – changes that play a decisive roll in the outcome of the race – once off and away from the quarry floor the usual high-speed pursuit towards the better known and harder sections of the course is as bonkers as ever. The rest is as tough as ever with only the very best managing to fight their way through the rock littered craziness.

It's almost inevitable that a British rider would win at Erzberg this year. There were simply more experienced extreme enduro racers armed with the skills and determination to do well than from any other country. With five-time victor Taddy Blazusiak out of the equation due to his US Endurocross commitments, for many it's a pre-race toss-up between Graham Jarvis and Jonny Walker as to who'll secure victory in.

For both riders it's an unquestionably important race. For Grimbo victory will erase the disappointment of the missed check point and disqualification in 2011 while for Jonny – KTM's #1 rider – winning will not only do his career prospects no harm at all but also cement his reputation as a rider that can deliver come the big occasion. **>>**



Second placed Ben was one of two very smiley Hemingways at the finish



That'll teach him, or maybe it won't. Walker's post-Rodeo hands





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THE IRON LADY

JANE'S ERZBERG EXPERIENCE

Proving that she's certainly not afraid of a challenge 18-year-old Jane Daniels made a name for herself at this year's Erzbergrodeo as she not only qualified for the main Hare Scramble event but finished as the best placed female competitor.

Trials rider turned enduro racer Jane travelled from Wigan to Austria with her brother Gary to take a first shot at the event and didn't disappoint. Although buried among the hundreds of other riders competing in the two-day prologue Jane managed to secure the 156th fastest time up the mountain on her little 150cc KTM – good enough for a third row start in the main event.

But before the starter's flag dropped Jane was in high demand as TV crews from several countries jostled to find out more about her and her Erzberg ambitions. "It's not something I'm used to but it was great that they were interested in me," explained Jane. "It was fine until the cameras followed me to the start, I was really nervous then and just wanted to get on with the race."

Following a good start Jane battled her way to check point six to eventually place 122nd – a highly creditable achievement as an Erzberg first timer.



But as we all now know it's Jonny who claims a place in the exclusive Erzberg winners club. From a solid qualifying performance Jonny charges his way off the start avoiding the pile-up that arguably decides the outcome of the race before setting his sights on the mountain ahead. Behind him Jarvis is temporarily stranded on the first climb allowing Jonny to get his head down as he pushes hard away from the start.

With a clear track ahead of him Jonny is able to do exactly what he hoped he'd be able to – attack the early high speed sections of the course in the hope of building as big an advantage as possible.

Jonny's start is textbook but it's a very different situation for Jarvis. A rider that comes into his own during the slower and more technical sections of the course, finding himself off his bike and pushing on the very first climb was never part of the Husaberg rider's game plan.

A country mile behind not only Walker but just about every other rider from the first row of the start Jarvis' hopes of securing victory seem to have ended before they've properly begun. Left with no other option Jarvis gets his head down and charges hard.

At this stage of the race it seems impossible that Jarvis might win. But steadily working his

way past rider after rider he gets ever closer to the front. Surely he can't win from so far behind?

But seemingly no sooner than the race really gets started and as riders start to fight their way through some of the most punishing sections of the course news filters through that Jarvis and Husqvarna's Andreas Lettenbichler have both followed a wrong track and will be disqualified. Not long after, the news is confirmed.

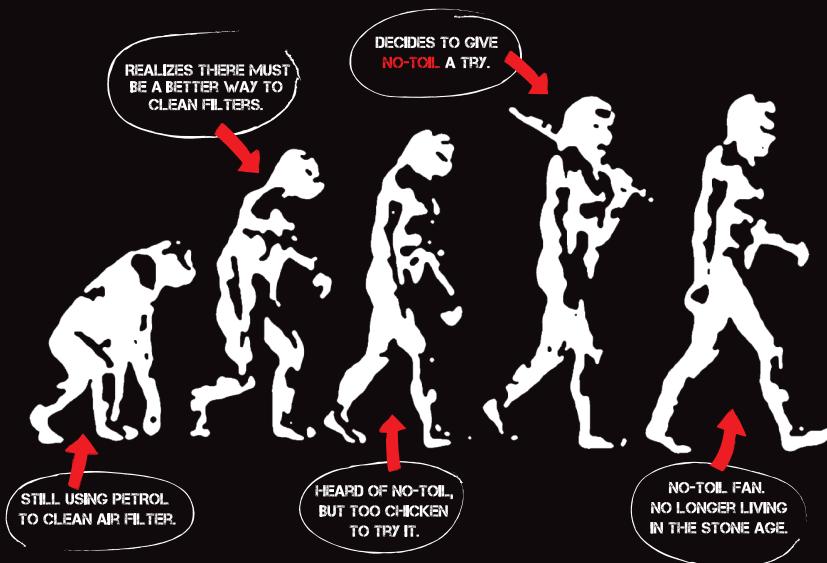
Powering his way into the lead Jarvis is unaware of his mistake. Jonny however is not or so it emerges after the race. Knowing that the win is his he switches from attack mode to damage limitation mode. Cautiously making his way through the remaining sections of the course Jonny takes over as Taddy's successor and in doing so becoming the second Brit after David Knight to win at Erzberg.

"It's great to get the result I was looking for," comments Jonny at the finish, seemingly as tired as he is happy with a busy week in Austria ending in the best possible way for the young Brit. "Things went well from the start. I got a great run up the first hill and quickly worked my way into the lead. I just kept pushing and pushing. It was hard, I knew it would be."

"I was told that Jarvis had gone the wrong way as I got through the Karl's Diner section. I knew it was still a fair way to the finish so I >>>



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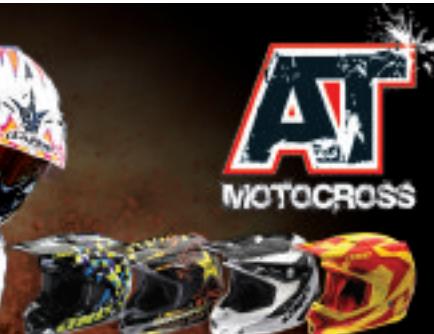
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FatCat supremo Martin Craven proving he's not just a pretty face

Taichi Tanaka travelled far for his fine fifth place

Homero Diaz makes like Speedy Gonzales up the Iron Road

Despite a massive crash Doug Lampkin claimed second place

RESULTS

RED BULL HARE SCRABBLE

1	Jonny Walker	KTM	1:42:22
2	Dougie Lampkin	Gas Gas	2:11:59
3	Ben Hemingway	KTM	2:18:08
4	Paul Bolton	KTM	2:30:03
5	Taichi Tanaka	KTM	3:00:20
6	Lars Enockl	KTM	3:06:12
7	Dan Hemingway	KTM	3:17:13

eased off a bit and just tried to take good lines. When I could see the finish it was a massive relief. I worked really hard during the months before the race and to win is an amazing feeling."

An amazing feeling is anything but what Jarvis experiences as he reaches the finish. Told just meters before the final Red Bull arch that he missed a small section of track, joy turns to disappointment in an instant as the official news is delivered that he's out of the race.

Phenomenally quick around so much of the Hare Scramble course, despite not winning Jarvis is yet again massively impressive and massively disappointed.

Next to reach the finish behind Walker is Dougie Lampkin who amazingly has hardly ridden an enduro bike since Hell's Gate in February. Steady as he goes during his two prologue runs, Dougie enjoys a great start to the Hare Scramble and is well placed right from the off but then suffers "one of the biggest crashes of his career."

Despite that Lampkin soon moves from fifth into third and despite his lack of enduro bike saddle time manages to keep pushing forwards. In the infamous rock garden known as Karl's Diner, Dougie moves forward one spot as he

passes fast starting Austrian Lars Enockl. Holding onto second Lampkin knows that at this late stage of the race no riders are likely to be sprinting past him as he works his way to the chequered flag for a Brit one-two.

Next to reach the finish is Ben Hemingway who's one of the happiest finishers there is. An experienced Erzberg competitor Ben's sure he can do well before the start but is also acutely aware that Erzberg is one race where anything can happen.

But thankfully Ben's race passes without too many crazy moments. Close to being taken out by a rider soon after the start Ben gets his head into gear and starts ticking off the check points as he works his way around the mountain. Passing Paul Bolton, who's suffering bike problems through Karl's Diner, Ben not only makes it to the end of the race but joins Jonny and cousin Dougie on the podium. He's one happy chap.

"I've finally done it," beams Ben at the finish. "I was confident of a good result but you just never know here. I managed to get a good start and things went well from there. I knew roughly where I was and as I got closer to the finish I really took it steady. Getting on the podium is amazing and being on an all-British podium

makes it even better."

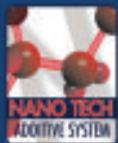
And the Brits keep coming. Paul Bolton reaches the finish despite having had to stop to make some running repairs and with a bike stuck on quarter throttle.

It's a case of what if for Bolts as a massive crash while in second position sees his throttle cable stretched which dramatically slows his pace. Managing to limp to the finish he's never-the-less pleased to do what he set out to do and finish top five.

"I'm pleased but a little disappointed," admits Paul. "I finished, but I'm sure I could have got second. But it's been another amazing event, and as tough as ever."

Last but not least of the British finishers is Ben's brother Dan Hemingway. With pint-sized Japanese rider Taichi Tanaka ending fifth and Lars Enockl sixth Dan is the last of the magnificent seven to reach the finish.

Making Dan's achievement all the more impressive is the fact that just two months before the event he has a hefty amount of metal work inserted in one of his feet. Defying doctor's orders not to compete Dan battles his way to the finish where he throws his arms around brother Ben having delivered one of the grittiest ever Erzberg performances.



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EVGENY BOBRYSHEV

CURRENT HONDA FACTORY RACER AND 2010 BRITISH MX1 CHAMPION EVGENY BOBRYSHEV TAKES TIME OUT OF HIS BUSY SCHEDULE TO GET A REET GOOD PROBING...

Interview by JP O'Connell Photo by Sarah Gutierrez

Q: Many freestyle motocrossers come from racing backgrounds, have you ever tried any FMX and if not would you ever consider it?

Katie Upton, Portsmouth

EB: "No I have never tried it but I would like to have a go in a freestyle foam pit but just for fun!"

Q: Having learnt English when you rode in the UK are you now learning Italian now you're on the Martin Honda team?

Clive Barlow, Woking

EB: "I like Italian. It sounds good but I'm not learning only listening and trying to remember. At the moment I'm learning Dutch."

Q: Is there a National motocross championship in Russia and if so did you win titles there?

Peter Moore, Aldershot

EB: "Yes for sure there is – I won the championship five times."

Q: When you joined the CAS Honda team a couple of years ago you were relatively unknown here in the UK yet you went and won the championship. Was it a surprise to you that you won it or were you fairly confident before you came over?

Bradley Hendrick, Newington

EB: "When I won my first race in UK that was a good feeling because I then knew I could get the title but the last race was difficult. I rode with a broken rib after a crash in Brazil but I rode through the pain – I think I deserved it!"

Q: Is motocross a big sport in Russia? What is the youth scene like there and is it easy to find places to race?

Bryan Watts, Farnborough

EB: "Motocross in Russia is not big and it's not popular. It's very difficult to come over here and race. Now we have one team called Moscow Region that helps young Russian kids to grow and now you can see more and more young kids racing in Europe."

Q: What's the best and worst thing about living in Italy?

Debbie Fearnley, Wimborne

EB: "I really like Italy – it's a nice country but the worst thing about it is not knowing the language!"

Q: After contracting bronchitis and injuring your hand are you already writing off this season and looking forward to next year?

Tom Woodham, Pontefract

EB: "No, I know that the overall classification is now lost but I just want get healthy from my injury and win races before the end of the season."

Q: Bobby, is it true that when you were growing up you used to drink vodka that your grandmother made from potatoes in the still she kept in the shed?

JP, DBR Towers

EB: "Haha! Just because I'm from Russia does not mean that I'm a fan of vodka! Vodka will not help you to grow."

Q: Which is your favourite GP of the year and what do you like about it?

Rich Taylor, Kippen

EB: "For sure it's Germany. I won my first GP there and I have a great feeling there."

Q: How much did your Teutschenthal win mean

to you and the team?

Ray Wright, Ross on Wye

EB: "A lot – believe me it was a lot!"

Q: You were the Russian 125cc road race champion in 2004. Why did you make the decision to leave that sport and ride motocross?

Neville McCartney, Redruth

EB: "I grew too quick and the road bike became too small. I feel that motocross is more suited to me."

Q: You spent a couple of seasons with the Dutch Van Beers team does this mean you're as happy riding sand as you are hardpack?

Jake Parsons, Cleethorpes

EB: "To be honest I don't like hard sand pack where you have no grip. I like tracks where you can twist the throttle and get right on the gas!"

Q: How well do you get on with your team-mate – do you and Rui train together?

Julien Wrack, Kingston upon Thames

EB: "I get on well with Rui but we don't train together as we have different plans."

Q: With Honda Japan now helping develop the CRF how much has it improved since you first rode it at the beginning of 2010?

Mel Warden, Inverness

EB: "It's much different and every part of the bike has improved."

Q: After your outstanding rides at the MXdN was there any interest from any of the American teams as regards you riding over there?

Neil Jackson, Newham

EB: "No, there was nothing."



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Words by **Sutty** and **Geoff Walker** Photos by **Sutty, Wakker and Twisted-Photography**

Even though he's knocking on for 40 Mr Ed loved the Cairoli limited edition 350SX-F so much I was hoping I could persuade him to come out of retirement and race a round of the Red Bull Pro Nationals or something. But then he had to go and get all kinky with a new 450 Kwacker at Teutschenthal – an encounter that left him hospitalised on the other side of Germany and useless to man or beast. So while Ed tested some of the strongest painkillers known to man (pills that seemed to encourage incredibly funny iMessage conversations and most likely an incredibly unfunny telephone bill for him next month) I was left in charge of testing duties of the Katoom. It's a hard old life...

I was already enamored with the 350's performance following the Adstone sprint enduro and one month on I'm even fonder of the new addition to our test fleet. Light, nimble, tough, etc etc – a million and one superlatives have already been chucked out there to describe KTM's mid-size MX1 weapon but y'know what? I reckon they're all pretty much bang on the nose.

The first thing that puts a smile on my face about this bike is the electric start system and with no kickstart as back-up until the battery runs flat for whatever reason it'll continue to do so. Hit the little red button and this puppy is purring away in no time! You might be thinking that puppies don't purr – well this one does until you crack open the gas and then it just snarls and barks.

The question I get asked all the time about the 350 is 'is there enough power?'. My initial response is to always say yes but then I have to stop and think – although it feels quite fast, is it actually? I know for a fact that a 350 motor can be tuned to outperform a stock 450 but the motor in the Cairoli limited edition bike is bone stock even though the Akrapovic pipe is not. So what's the best way to figure out the

answer to the question? Let's go racing!

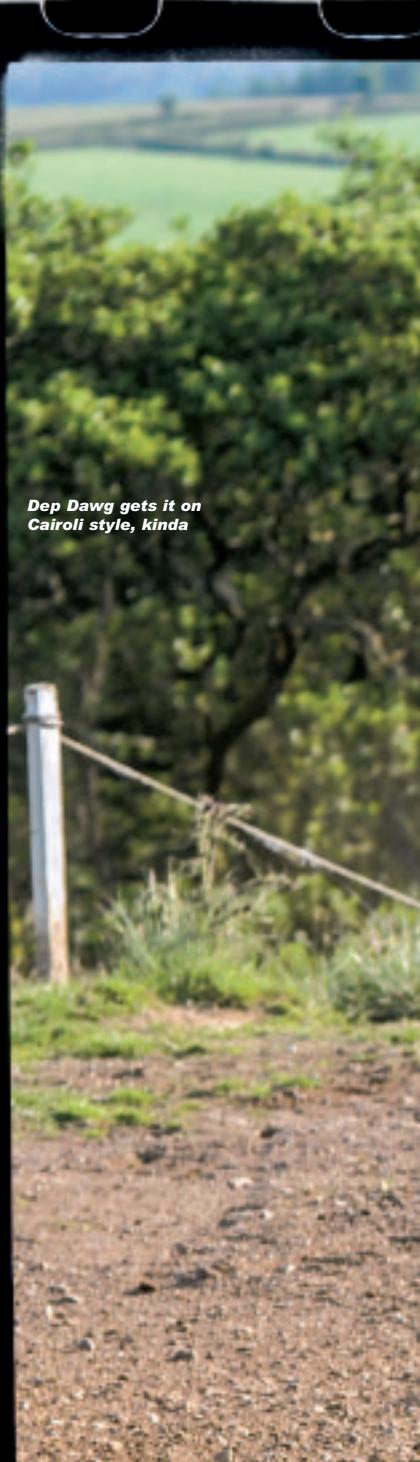
With motocross meetings around the land getting cancelled for various reasons of late – too dry, too muddy, not enough entries – I was beginning to think I wasn't going to get out and race at all this month. But then the opportunity to race twice in four days reared its ugly head and I was on it like a car bonnet.

Event one was the Chorley MX Club's Scorton enduro – an event that happens annually just up the road from DBR Towers. Heavy rain leading up to this year's event meant it was going to be a wet one but I signed up for the Motox class anyway and hoped for the best. Having raced this event before I knew the three hour hare and hound format was going to be tough on bike and body but I've always found events like these are a great way to really get a feel for your weapon of choice.

Anyhoo, after a decent start I thought I'd moved into the lead of my class with my buddy Jay right behind me when I spotted someone I'd only just passed some 30 seconds or so further up the trail. It seems that the course marking was open for interpretation so from that point on it was just a case of cracking on and seeing what happened. The highlights of lap one were a few wrong turns, a severe soaking in the bog of eternal stench and then a huge crash. Laps two, three and four weren't much better so I returned to the pits to get fresh gloves, goggles and enjoy a chinwag with my mate Alex who's son Charlie smoked his way to the win in the Clubman class.

The course had improved drastically during my break and the event became much more fun but more importantly was a great way to bond with the bike. After three hours – maybe two and a bit for me – the event was over and I had a much greater feeling for the bike. The electric start had proven to be >>

Dep Dawg gets it on Cairoli style, kinda



Check out the dust! Not Spain, not Southern Italy but Cumbria!

DBR TESTED



A still from the DRIFT HD 1080 helmet cam





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DRIFT HD 1080P HELMET CAMERA

Edmund B, Godfrey J and Sutty D have all been running Drift HD helmet cameras for a couple of months now and they seem to be performing awesomely in a huge range of conditions – indoors, outdoors, wet and dry. I say seem to be because a bit of a busy schedule has meant there's been more filming going on than editing but we'll get round to it at some point or another and share the footage with the world on www.dirtbikerider.com

You can't argue with the quality of the crystal-clear footage and still images that these small cameras produce and aside from wanting to switch themselves off when you give them a good whack – we'll never see just how gruesome Wakker's Vegas get-off was due to the Drift bottling it on first impact – they've worked as solidly as The Bear trying to open a jar of honey. Our best buds at www.freestylextreme.com have got some awesome Drift HD deals on the go so check 'em out if you fancy filming some stuff POV-style then watching it back on the very same device, or laptop, or HD TV...

Price: £249.99
Supplier: actionretailer.com
Contact: 02031 764851

JAMIE LAW'S LUNCHBOX

Containing three cheese and pickle sandwiches, some beef Hula Hoops and a Kit Kat Chunky, Jamie Law's lunchbox is the perfect post-race snack for all hardcore racers. The sandwiches were lovingly made by Jamie's mom (who's got it going on – The Bear) with just the right cheese-to-pickle-to-spread-to-bread ratio – tasty! I really don't need to remind anyone how good beef Hula Hoops are and the Kit Kat Chunky was simply the icing on the cake – if there was a cake. If you get the chance to empty the contents of Jamie Law's lunchbox into your mouth you should reach out and grasp it with both hands – you honestly won't be disappointed.

Price: priceless
Supplier: Karen Law
Contact: Never you mind...



GAERNE REACT BOOTS

Gaerne React boots have been adorning the Walker feet for a couple of months now and I find them amazingly light and comfortable. When you first pick them up and feel how light they are you could be mistaken for thinking the level of protection they offer would be considerably less than the SG12s – there are differences of course but for the type of riding I do the Reacts are perfect. I reckon I've hurt my feet less in the last few months than before as well as having less aches and pains in my knees after long rides due to their light weight.

The Reacts offer a roomy fit so I wear a pair of thick SealSkinz waterproof ankle socks for added comfort and with those I honestly think these are the most comfortable boots I've worn. I used to think my now discontinued SG10s (also Gaerne) were unbeatable but I'm now convinced the Reacts' lightness, super-easy buckling and levels of protection are the way forward. Try some – you won't regret it!

Price: £250
Supplier: malcolmrathmellsport.com
Contact: 01423 772885



worth its weight in gold and I'd also found out plenty about the motor's performance. Although it's an out and out motocross race bike that likes to be revved it's equally happy pulling from nothing on slippery hardpack banks in an enduro setting – what a great all-rounder.

Still aching from Sunday's blast around Scorton I headed up to Bassenthwaite midweek for the opening round of their evening motocross series. Still wanting to get to the bottom of the 'is there enough power?' question I entered myself into the A group figuring that the race to the first corner would find me an answer. What I hadn't figured at this point was that Bassenthwaite's got a concrete launch pad which kinda throws a huge curveball into the mix. A sideways launch off the pad in race one, a third out of turn one behind Jonny Walker and Jamie Law in race two and then the limp getaway I've made in the last 23 years of racing in moto three didn't actually help find me a definitive answer which might actually be an answer in itself – if it's not lightning quick or dog slow the power must be adequate right? If adequate is the answer then it's the only thing on this bike that is.

Before he started raving about having a hole in his bucket I remember Ed going on about the KTM's sweet suspension and handling. After putting in around seven hours of arm pump free riding I reckon I'm with him on that one. I know for sure that most bikes would have had me solid within laps but on the KTM I was able to keep going at a relatively okay pace throughout all three motos at the Bass GP. Okay, I'm not that fast and I'm definitely not fit – preferring to lift sweeties rather than weights and sitting at my desk rather than not – but the bike significantly helped my performance. At the end of it all I came away from my night's racing on a high – not only do I love motocross but I love this KTM 350 n'all.

Sweet suspension and handling on the Cairoli-rep SX350F



TESTED



2012 KTM 350SX-F LIMITED EDITION

RIDERS: ED BRADLEY AND SUTTDAGW



Wakker testing suspension changes on our RM-Z450

DBR TESTED



2012 SUZUKI RM-Z450

RIDERS: MARTYN TUCKER AND GEOFF WALKER



Martyn Tucker is one fast f*cker

YELLOW FEVER!

A NEW SUSPENSION SET-UP MAKES THE SUZUKI RM-Z450 SWEETER...

Martyn and myself have been working with the RM-Z for a couple of months now but due to a mix of bad weather and work commitments he's not been able to get a major amount of riding time in on the bike. The weather did however come good enough for a great test session down at Rushmead Race Park recently so we took the opportunity to grip it and rip it.

The already super smooth and easy-to-ride yellow peril has been enhanced through some surgical and non-surgical procedures – let's start with the new clothes. Jason at Evoke Concepts smashed out a great set of fully disco ready graphics to dress the bike up, the look is clean – unlike the bike most of the time and very pro.

Renthal hooked us up on pilot controls with handlebars, Intellilevers and grips plus Fox Shox UK in the form of Chris Porter and his mighty crew at Mojo Suspension (www.mojo.co.uk) has sorted the Suzuki out with a rear shock through the SR75 racing department. The forks have undergone some spring, shim and valve work to match the smooth operation of the Fox Shox

unit. The shock is designed for all levels of rider and comes ready sprung for your weight. It's multi-adjustable too and that includes the ingenious Bottom Out Control (BOC) which allows you to work on just the last 40mm of travel so you can basically run a fairly soft overall setting while avoiding bottoming issues. This is by far one of the best engineered shocks on earth and the performance is there to match.

The ride on the big Suzuki is the easiest I've personally had on a 450. Martyn likes his bike set-up similar to how I would have my own with the only exception being the handlebar position. Martyn owns a 2011 RM-Z450 but reckons this is a completely different animal to ride. He rides the bike in high gears and likes the motor to pull strong from the bottom which is why he loves the '12 as the power comes in strong and keeps pulling hard. The handling is awesome and I was surprised by just how well the bike handled with the modified forks and Fox Shox shock. The stock bike is great but this set-up gives a new level of handling and works in harmony with the rider's style and weight.

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THE FANTASTIC FOUR!

OUR AMERICAN CORRESPONDENT STEVE COX CATCHES UP WITH THE FOUR YOUNG STARS THAT ARE CURRENTLY BATTING FOR 250 CLASS SUPREMACY IN THE AMA NATIONALS...

Words and photos by Steve Cox

If you're not one of these four guys – that's Blake Baggett, Eli Tomac, Justin Barcia or Ken Roczen – you basically have zero chance of winning the AMA 250cc Nationals right now. Yeah it's only five rounds in and yeah it's racing and anything can happen but the odds of all

four dropping out injured – which is what it would take at this point for anyone else in the field to win the title – are very slim. We hooked up with the four title contenders to get their thoughts on the season so far, racing each other and what it's gonna take for them to win the title...





Plenty of Euro fighters have tried but few have had Roczen's US hit-rate

Roczen currently sits joint third on 200 points

KEN ROCZEN

RED BULL KTM

DBR: It seems like every week it's you, Blake, Eli and Justin battling for the win. What's it like knowing that it's going to be you four guys out front?

KR: "It's fun for us and I think it's fun for the fans too. It's good to keep it exciting. Obviously, it has been changing back and forth all the time so it's just a matter of keeping it up and staying healthy. I think I'm doing great even though there have been some issues but overall I'm satisfied. I think when Dean Wilson won the title last year he didn't win a race until Unadilla or something and that was round seven so I've still got a bit of time – we're not even halfway through yet."

DBR: Is there anything with those other three guys that you have to be aware of?

KR: "There is always stuff like that with everybody fighting for the win. Those guys are fit. Everything is new for me here. I haven't had the best winter to be honest and in between races there is no time to pick things up. You have to be good for all 12 rounds. Now, going into the break I've got some work to do and I think things are going to change."

DBR: What do you think you have to do? Is it purely cardio stuff or conditioning for heat?

KR: "It's for the heat but also just to get

some hours in on the bike and all the rest. It's a matter of whoever is fit is going to be up front. That's what it is. Those guys go from the beginning until the last lap. That's what I have to do."

DBR: In the GPs is there a difference with how the race develops compared to here?

KR: "Yeah there's a big difference. At the GPs everybody kind of settles down in the middle of the race and then tries again towards the end."

DBR: What about having Saturdays at the GPs to ride and learn the track before you race on Sunday?

KR: "I don't think it's a big problem learning the track but set up time with the bike is less. Over here it's all about going out and putting laps down as fast as you can from the moment practice starts until the second race is over – you can't even play about and do some whips. You wake up in the morning and you think it's going to be a long day but before you know it it's all over."

DBR: It's kind of nice, then, in some ways.

KR: "In some ways, yeah..."



ELI TOMAC

GEICO HONDA

DBR: How do you feel this season is going for you right now?

ET: "It seems like everything's going good now and I'm getting the ball rolling. Getting that win in Texas was really important for me just to know I could make it through the heat and that I could win again. I hadn't had a win since 2010."

DBR: At your very first National...

ET: "Yeah. So far it's been like I'll go out and win a race and my next weekend isn't quite as good. I need to stay more motivated for the next round. Now I'm all pissed off and ready to go again. That's kind of how I was before High Point. I was pissed because I was fourth in Colorado or whatever so I just need to keep those wins going."

DBR: So you've got to stay pissed...

ET: "Exactly!"

DBR: Bob Hannah once said that every time someone was in front of him he literally looked at it like they were stealing from him – that guy in front of him was stealing his money...

ET: "That's awesome. It's a good way to think about it."

DBR: And it's kind of true because every position you finish behind you get less money. And depending on what your bonus is and how they're structured it could be a lot.

ET: "Yeah, exactly. There's no bonus for fourth place so finishing fourth feels terrible – it feels like last place."

DBR: What's a third worth in bonus? Is it like 10 or 25 grand?

ET: "Yeah, it's 10 or something."

DBR: When you go to the line it's pretty much those other three guys that you know you're going to have to deal with?

ET: "It just seems like all four of us are right there at the end of the race no matter where we start. Kenny and Barcia they go out and get holeshots and then me and Baggett are the ones that are coming from the back. I'll have to minimise the damage by not starting so far back. It's just ridiculous because my supercross starts are fine and I holeshot the Las Vegas final and my motocross starts are decent too but I guess that maybe with the tilled up dirt I'm just getting a little bit yanked because I'm a little bit heavy or something."

DBR: Looking at the upcoming races do you think that some rounds will be better than others?

ET: "I think the latter part of the series is better for me. I like Red Bud. Last year, I crashed and had a yard sale there so that didn't help but I got to ride there a bunch afterwards because we went and stayed at Mike LaRocco's place so I know I'm going to be good there. Millville last year wasn't great either but all those tracks I get along with. As long as I just put my motos together I'll be good for the rest of the season. I get along with Unadilla and Southwick and all of that so it should be good for me. I'd say the second half should be better than the first."

DBR: Are there any things about the other three guys as racers that you keep in mind when racing them? Are certain guys rougher than others or do certain guys tend to give up inside lines. Is there anything like that that you've sort of learned about them as racers that helps you race against them?

ET: "Totally. You know Baggett's always going to make that last 10 minute charge. You've got to basically start in front of him or you've got to be flat-out faster than him. Barcia, he's actually been super-strong in the first motos but not quite as strong in the second. Roczen he just gets good starts. You've got to get him off that line – that's pretty much how I look at it."

DBR: There's a lot that's talked about with Justin running into guys. I think that's where he gets his nickname 'Bam-Bam' from but when you're teammates it might be a little different. Is it? He's not going to ram you or anything quite like he would somebody else, right?

ET: "No, we've been pretty good. I think he's just gotten less 'Bam-Bam'. He'll obviously still go after you if he wants to but he's definitely not as out-of-control as he used to be. I don't really worry about him just cleaning me out or anything anymore."

DBR: So you used to?

ET: "A little bit yeah. Everyone was like 'dude, this guy's crazy' – he had that reputation. It's definitely gotten better though."



The 250 Honda may be out of favour in Europe but Geico Honda are proving it works Stateside

THE FANTAS FOUR!



Barcia has carried his championship winning SX Lites East form outdoors in 2012



JUSTIN BARCIA

GEICO HONDA

DBR: Obviously you've won the supercross title for a couple years in a row and you've always been fast outdoors but this year it's like something's really happening and you've been winning motos and winning overalls – what's the difference?

JB: I think I'm starting to figure out the outdoors and it's about time. I've been doing it a couple of years and I think I've matured a lot as a rider. Our bike is a lot better this year and I know what it takes to win championships because I've already done it twice in supercross. This is my last shot in the 250 class and it's a huge booster knowing it's my last year – I want to win. I think I've just kind of figured out that being smart and consistent is definitely better than being on the ground in last place."

DBR: It seems like you four guys – Eli, Ken, Blake and yourself – are in the mix every week. What do you think about them as competition? How do you see them and how do you prepare to race against those guys?

JB: "The competition is gnarly. Every weekend it's the

same guys and obviously the strongest man wins. All you can do to prepare for it is work really hard at home with your training. You can only do the best of your ability. I come here every weekend and obviously try to win but if I don't then I'm at least trying to be on the podium."

DBR: You're known as 'Bam-Bam'. You're the guy that if someone messes with you'll hit them.

JB: "[Laughs] Yeah..."

DBR: Is there anything special that you have to think about with those other three guys when you're around them that you have to be aware of?

JB: "I kind of know what they're all about. I've raced with them and I know what they'll do. I kind of am prepared for that usually – well, most of the time. Sometimes you get caught off guard but for the most part we ride really aggressive in this class. We're here to win championships but we're all still learning – we're kids and we're crazy!"



A little more consistency would see Barcia head Baggett in the points

DBR: You rode in the 450 class for a little while last year filling in on the factory Honda squad and you seemed to be very calm about it. Is that just because your environment was calmer or was it the bike?

JB: "I think I was aggressive going into the 450 class last year. It was tough because Dungey and Villopoto were in a championship hunt and they were all bummed out that I was riding wide-open and trying to battle with them. If I can go out there and try to win that's what I was going to do – even though those guys were battling for a title."

DBR: You're not lining up on the gate to not race with them.

JB: "One's going to get first, one's going to get second and I'll just get third? No. You never think like that. It was a good learning experience for me. There were a few f-bombs thrown at me before the podium and whatnot from the top guys but it is what it is. I learned from it and I'll be racing them next year. It'll be good."



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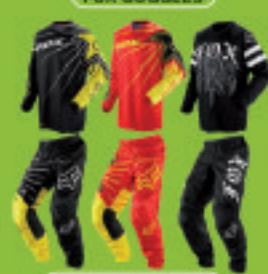
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The man in form Baggett has held the red plate all year so far

BLAKE BAGGETT

MONSTER ENERGY PRO CIRCUIT KAWASAKI

DBR: What's it like knowing that pretty much every week it's going to be you and Justin, Eli and Ken in some sort of order at front of the pack?

BB: "It's consistent. Those guys are going to be there week-in and week-out so if you're not then you're going to miss out. You've got to keep it together and do the best you can and try to come out on top every weekend."

DBR: You pick up momentum like a freight train late in the motos almost every time. How does that work?

BB: "That's just how it happens. I don't think there's an answer to it or a method to the madness – that's just how it works."

DBR: When you're racing those three other guys is there anything that you know from your experience racing with them so far that you have to be aware of about either guy? Like some guys might be more likely to run you wide or try and knock you down...

BB: "T-bone you? [Laughs]"

DBR: Yeah, stuff like that.

BB: "We don't have to go there. I'm sure everybody knows already."

DBR: No. I don't know.

BB: "Are you serious?"

DBR: Are you talking about Barcia?

BB: "Oh, you figured it out. That's about it. You've just got to watch yourself."

DBR: They call him 'Bam-Bam' for a reason.

BB: "Exactly."

DBR: But you'll throw some stuff at people too, right? It's not like it's unfair racing or whatever.

BB: "Yeah I will but sometimes it's a little ridiculous."



Baggett burning fuel, wearing out tyres and dirtying air filters

Whatever. It is what it is."

DBR: Does Roczen race differently than the other guys since he came from the GPs?

BB: "He races clean so that's cool. It comes down to raw speed then."

DBR: So you can just pick a line and not worry about getting thrown out into the bleachers?

BB: "Basically..."

DBR: You've held the red plate – the points lead – for the entire season so far. Are you getting used to it?

BB: "Yeah... I hope it stays that way."

DBR: Do you feel like it's no big deal to have the red plate now?

BB: "It's a big deal every weekend and I'm just trying to keep it. It's not really something you think about too much, you've just to keep plugging away at it and wherever it ends up it ends up."

DBR: In the second moto here at Budds Creek you caught and passed Roczen almost simultaneously. Did you have that line picked out ahead of time?

BB: "No, I was taking the same lines."

DBR: So how did you do that?

BB: "I don't know."

DBR: You don't even know?

BB: "I don't have an answer for that."

DBR: Do you even think about this stuff? Do you even know what happened out on the track when you pull off?

BB: "No. I'm just riding dude. I'm just out there riding. [Laughs]"

DBR: So you just twist the thing on the right until the finish?

BB: "Yeah. I'm just burning fuel, wearing out tyres and dirtying up the air filter..."

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RSM001	KTM Supermoto	2006-2012	Model
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Will Keogh working his mojo on the Vampires Rock KTM

MEET THE TEAM



WILL KEOGH #45

Bike: Vampires Rock KTM 85cc

DoB: 4-4-98

Hometown: Southwell, Nottinghamshire

Years racing: 8

Achievements: 2011 Red Bull EYC 2011 SW85 fourth

Favourite rider: Ken Roczen

Favourite tracks: Hawkstone park, FatCat Motoparc, Desert Martin, Kieradan Park and Culham

GOING FOR GOLD!

VAMPIRES ROCK KTM TEAM-MATES SCOOTER WEBSTER AND WILL KEOGH ARE BATTING IT OUT FOR TOP HONOURS IN NO FEWER THAN THREE NATIONAL SERIES...

In last month's Rage we featured Auto class pocket rocket Jack Grayson. Jack's one of the four Vampire Rock teamsters on the 2012 national circuit and at the time he was the one grabbing the headlines with three podium returns. But now with a string of top-drawer performances to be proud of Big Wheelers Will Keogh and Scooter Webster have the mojo well and truly working too.

At the FatCat round of the Elite Youth Cup Will and Scooter laid down a sensational 1-2 overall finish with Will on the top step. Currently competing in three different national championships they have two podium finishes apiece and they seriously have a chance of taking all three national Big Wheel titles between them. With all of this in mind here's a quick Q and A with Will and Scooter and a look at the fourth member of the team – seven year old Auto novice Ozzie Murray.

Rage: After watching you both over the winter months at Wilden, Mepal and FatCat I always thought you would both go really well this year but the National season started relatively slowly – was there any particular reason for this?

WK: "I think for me it was not getting the starts out of the gate that I needed. Fighting through the pack is always hard but lately I've learned that if I stay calm and stay smooth I can make my way through to a top spot on the podium."

SW: "Four weeks before the first Red Bull EYC at Landrake I broke my leg and only had the cast removed the week before. I missed the first round of the BYN too. We also had to get the new bikes set-up and we were still working on suspension and engines when the season started."

Rage: How did the hook-up with Team Vampires Rock come about?

WK: "The Vampires Rock team manager Steve Steinman had watched my performances throughout last season and asked me if wanted to be in the new KTM youth team."

SW: "Steve was just setting-up the new team and he knew of me from his mate Rob Meek – he approached my dad to see if we would be interested and I jumped at the opportunity to be part of the first KTM backed youth team."

Rage: Have you set yourself any season long goals?

WK: "Yes I did. It's my first year in the BW85 class and I'm aiming for top five in all the championships that I'm doing."

SW: "No real season goals – I just want to get out there and do my best. Steve always says have fun and the winning will come to you."

Rage: How do you feel about the Aug 4/5 date clash?

WK: "Well the clash is tough for me because although I'm doing very well in the Red Bull championship it would also be a good chance to pull back some points in the BYN championship – FatCat Motoparc is one of my favourite tracks and I always do well there."

SW: "It's a real shame because we're now split about what to do."

Rage: Have you had any direct help from KTM this year following the good results? And is there a long-term plan to go forward with KTM?

WK: "KTM have been great. Steve deals with KTM UK directly for the whole team and he's doing a great job keeping us all in product and spares. We're now in a good position to make a move on some of the titles that are up for grabs this year. The plan is to keep having fun and win some championships for KTM, Vampires Rock and the team sponsors. Steve doesn't put us under any real pressure so we just go out there and do our best. We have a good time, and it seems to be paying off."

SW: "KTM have been just brilliant. We have had lots of back-up from them and credit to Steve who really has pulled it all together. We have a five year plan just to do the best we can for the team, KTM and the sponsors."

Rage: Given that both you guys are going so well this year on 85s what's the plan for next year?

WK: "I will be doing another year on the BW85 and I think Scooter is looking to go to the 125 class and do some European championships – better ask Steve though!"

SW: "I think I'll be doing the 125 championships next year – we're just talking about it now so fingers crossed!"



SCOOTER WEBSTER #381

Bike: Vampires Rock KTM 85cc

DoB: 18-10-96

Hometown: Newark, Nottinghamshire

Years racing: 9

Achievements: 2011 Supermini supercross champion

Favourite rider: Tommy Searle

Favourite tracks: FatCat Motoparc, Stalker MX, Honda Park and Hawkstone Park, the secret track



OZZIE MURRAY #222

Bike: Vampires Rock KTM 50cc

DoB: 9-10-04

Hometown: Newark, Nottinghamshire

Years racing: 1

Achievements: Currently eighth in BYN

Favourite rider: Tommy Searle

Favourite tracks: FatCat Motoparc, Mildenhall, Doncaster Moto Parc, Foxhill and Wroxton

Todd Kellett hangs high in both BYN and EYC BW85 championships



CLASH OF THE TITANS!

AUGUST SEES THREE NATIONAL SERIES ALL CLASHING ON THE SAME WEEKEND – DOES THREE INTO ONE REALLY FIT?

This particular story sprung into life in an internet thread posted by David Grimshaw of Powerband Racing. David was the first to flag-up a change in the Red Bull Pro National calendar after noticing that the Whitby gig had been mysteriously bumped back by one week creating a horrible three way National clash on the weekend of Aug 4/5. We now have the British Youth Nationals at FatCat, the Elite Youth Cup at Whitby and the British Masters at Foxhills. While it's true the Masters doesn't really impact on too many schoolie riders the clash between the ACU and the MCF makes it hard for a whole host of top runners who had meticulously planned a double assault in 2012.

"I'm really sorry about this as unfortunately we have our hands tied with staging the first of our International Red Bull Pro Nationals rounds on the weekend of Aug 11/12 in Holland," explains Events 22's Matt Bates. "The reason for this is because it doesn't clash with a GP date and therefore we have had to move our date at Whitby accordingly. But to be clear, we had this date arranged back in September but our wonderful friends at the ACU decided to put a BYN on at FatCat!"

Gareth Hockey has taken on a monumental task trying to restore the ACU series to its former glory and encouragingly feedback suggests

nothing but praise for his efforts. Gareth's not best pleased at the date change but explained at this relatively late stage there's very little he could do without risking even more disruption to the long-standing plans of riders.

With two rounds down in both the BYN and EYC competitions there are difficult decisions ahead for quite a few. In the 65s the Powerband Racing boys have dominated and Tom Grimshaw and Chris Mills must have thought they were well on the way to a championship apiece – or a possible resounding double crown for either. Rossi Beard lying fourth in both championships will be another disappointed Junior.

In the Smallies another quartet of long faces will be Albie Wilkie, Keenan Hird, Zander Brown and Jed Etchells who have all ripped in both codes. Buildbase Honda flier Josh Gilbert and Twisted 7's Todd Kellett currently lead the way in both BW divisions and in the Open/Rookies section with Dan Thornhill currently running second and first he may well have a few sleepless nights before eventually making a difficult choice. Others like Will Keogh and Jack Kelly will also be facing the same dilemma.

Perhaps at this moment in time it's a good idea to have a look at possible reasons why this clash has come about. In other European countries they generally have just one series that

BYN SERIES STANDINGS

65cc

1	Christopher Mills	478
2	Tom Grimshaw	457
3	Gary Ashley	437
4	Rossi Beard	409
5	Casey Hird	380

SW85cc

1	Taylor Hammal	461
2	Albie Wilkie	433
3	Keenan Hird	428
4	Alexander Brown	394
5	Jed Etchells	381

BW85cc

1	Todd Kellett	423
2	Josh Gilbert	410
3	Josh Coleman	379
4	Robert Yates	362
5	Jay Hague	356

OPEN

1	Liam Garland	416
2	Dan Thornhill	396
3	James Harrison	363
4	Jack Kelly	361
5	Alex Meadows	344

EYC SERIES STANDINGS

65cc

1	Tom Grimshaw	429
2	Christopher Mills	370
3	Scott Russell	370
4	Rossi Beard	356
5	Callum Gasson	298

SW85cc

1	Keenan Hird	365
2	Marcus Phelps	342
3	Drew Warren	337
4	Alexander Brown	299
5	Jed Etchells	284

BW85cc

1	Josh Gilbert	399
2	Todd Kellett	391
3	Will Keogh	309
4	Scooter Webster	274
5	Jordan Moxey	272

ROOKIES

1	Dan Thornhill	390
2	Jake Millward	381
3	Ben Watson	373
4	Rob Muscat	287
5	Rob Davidson	277

Jack Kelly is one of many facing a dilemma in August



is regarded as the National championship. If you are an 85cc or Open class/Rookie runner in the UK then you have no less than five British crowns to scrap over – BYN, EYC, BSMA, Masters and Maxxis.

Our competitive Nationals calendar has become far too overcrowded and as a result we don't currently have one definitive championship. No matter what the ACU or the MCF state neither are universally accepted as absolute. The general perception is the MCF puts on a better show, they have full line-ups and most of the top riders are competing but you can't get away from the fact that the ACU is our ruling body.

Interestingly both codes are looking to Europe to introduce a greater incentive for 2013. The MCF plan is to take the RBPN experience across the channel, attracting top-line European pros and the best youth racers while the ACU meanwhile are planning to send teams of riders to all the European qualifiers next year. We're still waiting for full details of both plans and hopefully the ACU excursions will be backed financially, similar to schemes in Holland and France. Both are exciting ideas in concept but worryingly adding even more to an already fit-to-burst season. While all codes claim to be willing to sit around a table to resolve matters the reality would suggest the fracturing goes on.



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Buildbase Albion Honda
hotshot Josh Gilbert

RED ROOSTER!

CURRENTLY LEADING THE BIG WHEEL CLASS IN THE ELITE YOUTH CUP JOSH GILBERT'S A HONDA RIDER ON A MISSION...

Buildbase Albion Honda's 14-year-old flyer Josh Gilbert is currently leading the Red Bull Elite Youth Cup championship chase in the BW85cc division after following up victory at Landrake with a fighting third in the soft stuff at FatCat. We caught up with the Cornish hardpack-loving racer to find out how his season's going so far...

DBR: Josh, things are going pretty well for you so far this season particularly in the Red Bull Elite Youth Cup where you sit at the top of the Big Wheel table after two rounds. Did you expect to be doing so well so soon?

JG: "I was hoping to because I was top rookie from last year and all the others were in from the year before in that class. As they were all moving up this year I was sort of hoping to be up there and it seems to be going to plan at the moment."

DBR: You're riding the Buildbase Albion Honda this year – how did you manage to land that ride?

JG: "It was through Gary at Albion Motorcycles – they have been sponsoring me since I was on 65s. Dave Thorpe was looking for a 150 rider and I had ridden the 150 for part of last season. I wasn't really strong enough to ride it last year but DT thought that I had the potential and after doing loads of training I'm a lot stronger now. I feel really strong on the bike now – it was definitely the right decision."

DBR: Does this mean that you're riding and training with Thorpe?

JG: "I've done a little bit with Dave but the trouble is that dad has to work in the week and that's when they all go practising so it's pretty hard for me to get up there with them."

DBR: Has DT been giving you advice at the races?

JG: "Yeah at FatCat he was helping me out because where I live it's mostly hardpack so I was struggling a bit up there and so he helped me out with the track and stuff."

DBR: Considering you struggle with the sand you did pretty well to come away with third

overall then...

JG: "I was pretty chuffed with that because a lot of people go practising there and I think I've only been there twice this year!"

DBR: How much time do you spend riding each week?

JG: "Just at the weekends when we race although occasionally we'll get a day in the week if dad's got time off work."

DBR: You've had good results on hardpack and in the sand – do you think you have the tools to take the championship this season?

JG: "I hope so. I've been doing quite well lately but I just have to stay consistent and hopefully it'll all go good."

DBR: There's been nothing between you and Todd Kellett this year – will he be your main rival for the title?

JG: "Last year I was fast but I think that Todd was stronger than me but this year because I've been training really hard I think that I'm a lot stronger. If anything I'm gradually getting stronger than him and I've now got the advantage."

DBR: Which tracks are you particularly looking forward to riding this season?

JG: "Duns. I went there last year and just loved it!"

DBR: Are there any areas of your riding that you feel you need to improve on?

JG: "I'd like to be better in the sand – just to be able to do more practising in the sand would be good."

DBR: What will be the key to winning the championship this season?

JG: "To get the starts and stay consistent."

DBR: Thanks for your time Josh – is there anyone you'd like to thank?

JG: "I'd like to thank Albion Motorcycles, Buildbase Honda, One Industries, Tilit Suspension, Houseman Engines, SCB Groundworks, St Austell Trophies, Henry Orchard and Sons and my mum and dad."

DAN'S THE MAN!

THORNHILL'S CLOSE TO CLAIMING MXY2 TITLE...

This year's MXY2 series was extended to five rounds but believe it or not there's just the August finale at Langrish left to run. With this in mind let's have a little look back to see who's been cutting the mustard so far in 2012.

In the opening Canada Heights thrash Tommy Alba, Rob Muscat and Chris Bayliss were the first three over the line and then second time out James Harrison, Dan Thornhill and Robert Davidson scooped the 1-2-3. It was a pretty random set of results and Harrison on the Lanes Kawasaki claimed the top step – and the red plate – with a 6-1 scorecard.

Thornhill powered to a 1-1 at Lyng with Bayliss carding a hearty 2-3 meaning they went home with the top spots in the championship. Muscat held third as the series rolled into Milton Park at the end of May. After qualifying well Bayliss injured himself and failed to record a point. Tommy Alba however rode through the barrier of pain and exhaustion to score a truly heroic 1-2 overall win on the Oakleaf Kawasaki. Muscat claimed the other race win in Northamptonshire along with second overall while Thornhill hung tough for third on the podium retaining his red plate lead.

Shortly after Milton Park Alba was unfortunately sidelined with viral problems before the series moved on to the latest port of call in Northern Ireland. At the start of play Thornhill held a nine point championship advantage over MXW pilot Muscat and increased that in moto one by nailing the win in style ahead of Fraser Wakeford. Moto two was all about a pair of 15-year-olds as Ben Watson and Matty Callaghan cracked the whip. Watson impressively led from start to finish but was closely followed over the line by Callaghan who set the fastest lap of the race. Thornhill settled for third in the race but when all the points were totalled up it was a Thornhill, Wakeford and Callaghan podium. With a more than healthy 29 point lead – and just 50 points up for grabs – Dan is now odds-on for the MXY2 crown.



SERIES STANDINGS

MXY2

1	Dan Thornhill	170
2	Rob Muscat	141
3	Rob Davidson	132
4	Ben Watson	116
5	James Harrison	93

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Monster Energy YAMAHA YZ450F

RIDER: DAVID PHILIPPAERTS #19

Since its launch back in 1997 factory-prepared versions of Yamaha's open class production four-stroke – that evolved from the YZ400F into the YZ426F and finally the YZ450F – has won more world championships than any other model of race bike. That's 10 world titles in total – even KTM's all-conquering MX2 missile the 250SX-F only has five – which works out at six for Stefan Everts and one apiece for Yves Demaria, Andrea Bartolini, Tony Cairoli and David Philippaerts.

While the 2012 factory YZ450F is blatantly a very different beast to the YZM400F that Andrea Bartolini and Peter Johansson both won world championships on 15 years ago Yamaha's passion for success is the same with this year's race bike featuring a plethora of YRRD (Yamaha Rinaldi R&D) parts – including a tuned

head, camshaft and crankshaft – to help get the job done. As well as those in-house go faster goodies an Akrapovic exhaust and silencer is used to compliment the engine work along with a programmable GET ECU.

They're not the only aftermarket parts the Monster Energy Yamaha team uses though and if you take a closer look at DP19's machine you'll see pimped out parts from companies like XTRIG, Acerbis, Braking, AFAM, Ariete, Regina, WRP, Blackbird and also Pirelli. Obviously there's some stuff that you can't see too like the Vertex piston, DT1 air filter and Yamalube oils.

As a package this bike works and works well. Philippaerts has already won one moto on it so far this year and when his team-mate Steven Frossard returns to full health you can expect to see the Monster Energy Yamaha on the podium way more often.







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